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## The Portland Planning Commission: An Historical Overview

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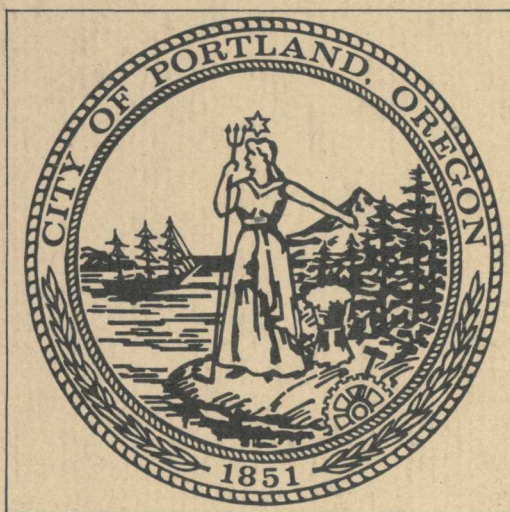
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# The Portland Planning Commission



## an Historical Overview







# **The Portland Planning Commission** *an Historical Overview*







# **The Portland Planning Commission** *an Historical Overview*

**BY LAURA CAMPOS**

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***This booklet gives an historical overview of the City of Portland's Planning Commission. It was designed to present summary information and a complete list of Commission reports for new Commissioners and staff of the City's Bureau of Planning. The project was financed in substantial part by the Federal Comprehensive Employment and Training Act, under the sponsorship of the Bureau of Planning Library.***



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*Portland Planning Commission meeting,  
February 5, 1980.*

# Preface

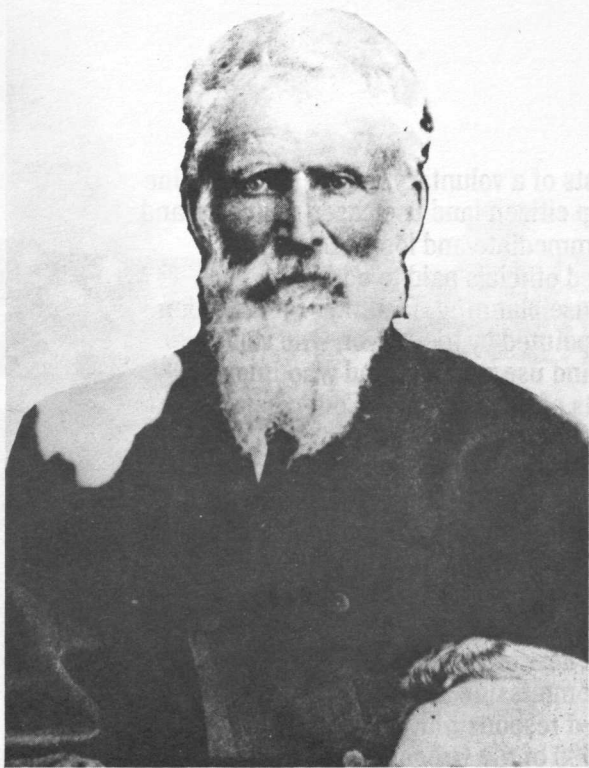
**T**he Portland Planning Commission consists of a voluntary review board of nine members which hears individual or group citizen land use cases regularly, and whose decisions affect land use on both an immediate and long-range basis. While City Council members consist of elected officials paid to administer the city government in other areas besides land use planning, Planning Commission members are private citizens individually appointed by the Mayor, who volunteer their time for terms of four years to review land use matters, and who impartially arrive at decisions to aid and protect interests of the public. All Commission meetings are announced in daily newspapers and are open to the public.

The Commission itself has no powers nor money to build public works or develop land. Its essential function is to assist the City Council in coordinating others who do the actual designing and financing of projects, both public and private, that extend or alter the physical layout of the City. The Commission has a duty to advise the City government, and in some instances, other governments, regarding the implications and wisdom of proposed action.

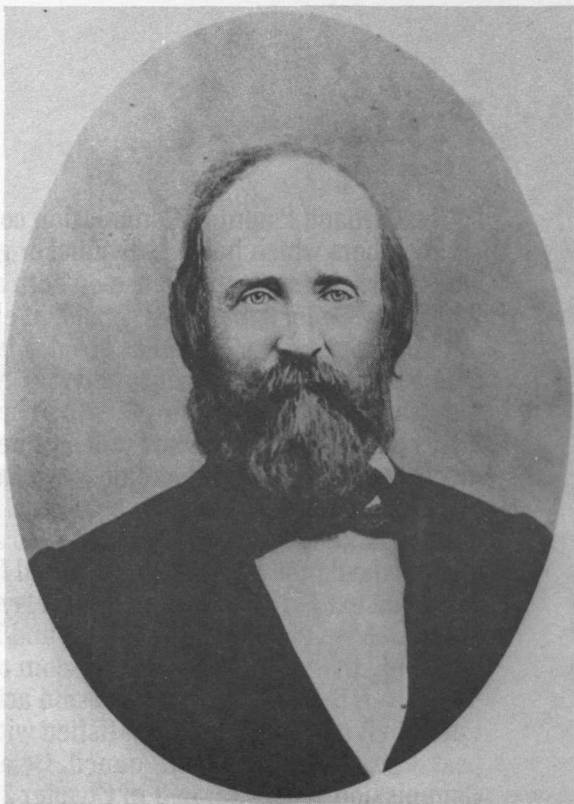
In brief, the Planning Commission acts as a recommending body to City Council; if applicants are dissatisfied with Commission decisions, they may appeal their cases to the City Council. Delegated responsibility for the Planning Commission is enumerated in Chapter 227.090 of the Oregon Revised Statutes (ORS).

The planning staff of the Bureau of Planning is a group of paid City employees responsible for providing the Commission members with the research, information and secretarial assistance necessary for their deliberations and recommendations to City Council. The staff is also available to the general public for help and advice for people involved with individual business before the Planning Commission.

In 1918, the Planning Commission was first established to make recommendations directing the City's future growth. The last sixty-one years have witnessed many changes, and both directly and indirectly as a result of the Commission's efforts, Portland recently received national recognition from the Environmental Protection Agency as "America's most livable city."

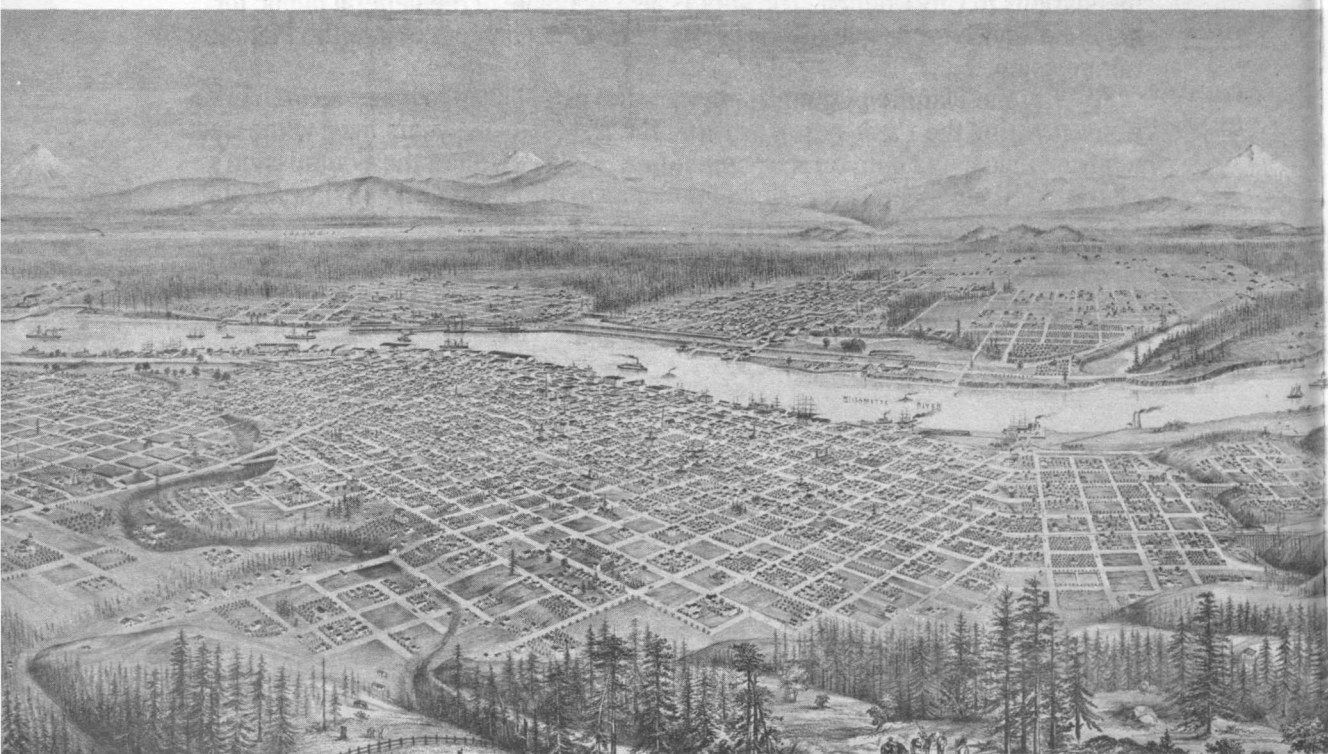


*Francis Pettygrove. Courtesy Oregon Historical Society*



*Asa Lovejoy, 1842. Courtesy Oregon Historical Society*

*Portland, before 1900. Courtesy Green Dolphin Bookshop.*





# Introduction

**G**rowth management in Portland is the Planning Commission's principal concern. Decisions arrived at and plans implemented today will largely determine how Portland will look in the future. Decisions regarding the location of new industrial plants, the protection of neighborhoods from industrial and commercial intrusions, the well-planned configuration of rights-of-way, the acquisition of parks close to homes, and the location of commercial centers in proximity to neighborhoods without endangering residential quality, all have far-reaching impacts.

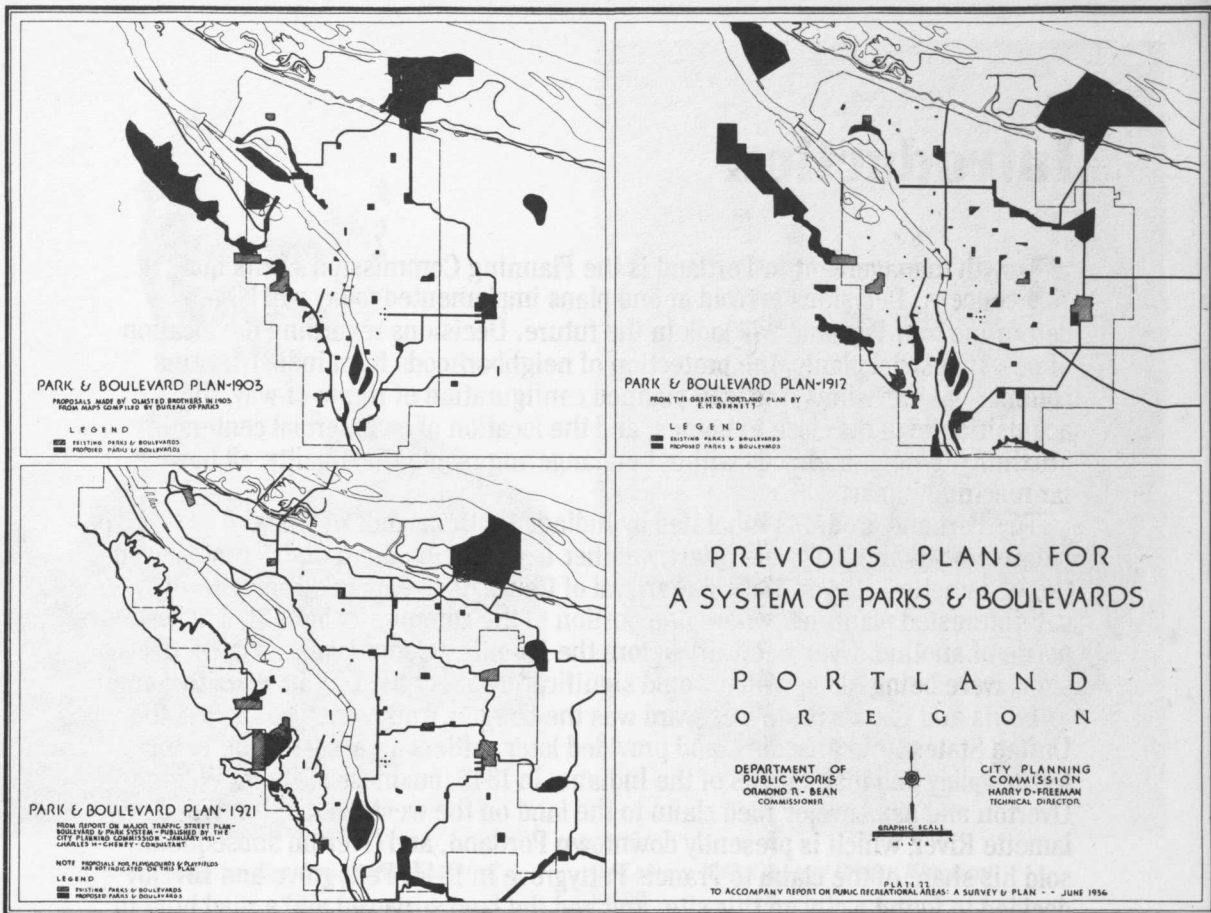
The Portland area was inhabited by Indians for thousands of years before early white explorers, Merriweather Lewis and William Clark, first viewed the Willamette Valley in 1805. The arrival of Caucasians expanded short-term, self-interested planning, where one portion of the community benefited at the expense of another. Over a century before the Planning Commission existed, decisions were being made which would significantly affect the City in years to come.

Lewis and Clark's route westward was the Oregon Trail, which cut across the United States from Missouri, and provided later settlers an access route to the fertile valley and lush forests of the Indians. In 1843, business partners William Overton and Asa Lovejoy filed claim to the land on the west bank of the Willamette River, which is presently downtown Portland, and Overton subsequently sold his share of the claim to Francis Pettygrove in 1844. Pettygrove and Lovejoy decided to found a city on this site, and had the land surveyed and a road built to the Tualatin Valley. They decided on the city's name by the flip of a copper coin; Pettygrove's home town in Maine won out over Boston, Lovejoy's birthplace.

In 1851 the City of Portland incorporated and platted a right-of-way grid system of 200 x 200 foot blocks. The blocks were divided into eight 50 x 100 foot lots which faced onto north-south avenues, affording numerous corner lots which helped boost profits on land sales. Land was set aside for the Park Blocks, and to ensure the continued economic viability of the area, land for public docks was allocated. Today, the grid pattern continues throughout the City, dominated by automobiles, with parks interspersed to provide greenery and relief from congested areas. The public docks have become the six major shipping terminals operated by the Port of Portland.

Soon after its inception, Portland prospered, primarily due to its favorable river location and the California and Oregon gold rushes that brought people in droves to the west coast from all over the country and the world. The 30 years between 1885 and 1915 witnessed the City's most explosive growth, with a 300% population increase and a 154% increase in physical size. By 1900, Portland held a population of about 100,000 and had settled down from a rip-roaring boom town into a solid community gradually achieving a balance of economic prosperity. One of the initial efforts towards this achievement was a plan for a system of parks to accomodate the existing needs for recreation and the future needs of a growing population.

The Olmsted brothers, sons of the designer who created Central Park in New York City, were commissioned to develop a *Park Plan* for Portland. Completed in

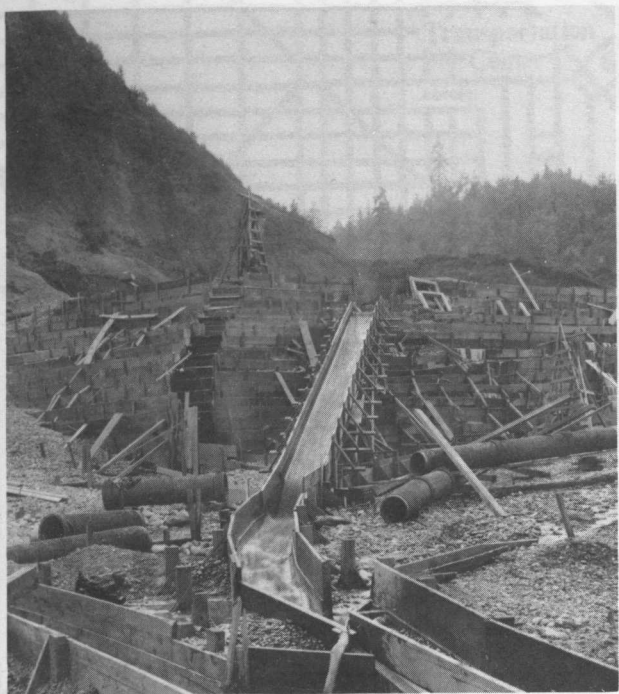


1903, their plan included proposals for what is now Forest Park, Mt. Tabor Park, and Terwilliger Boulevard Scenic Parkway. In 1907, voters enthusiastically approved this plan, and passed a million dollar bond issue to purchase the suggested park lands. Today, parts of the Olmsted Plan continue to be implemented, and the Park Bureau is presently planning a linked system of parks and trails, as originally proposed by the Olmsted brothers.

In 1905, to further boost the City's popularity, the Lewis and Clark Exposition was held. Laid out on leased land newly created by filling in Guild's Lake in Northwest Portland, it attracted people from many parts of the United States and Europe. The exposition convinced residents and visitors alike of the livability and economic opportunity available in the growing city, whose population by 1910 was 200,000. Besides attracting newcomers, the Exposition served to give impetus to the "city beautiful" movement sweeping Portland at this time.

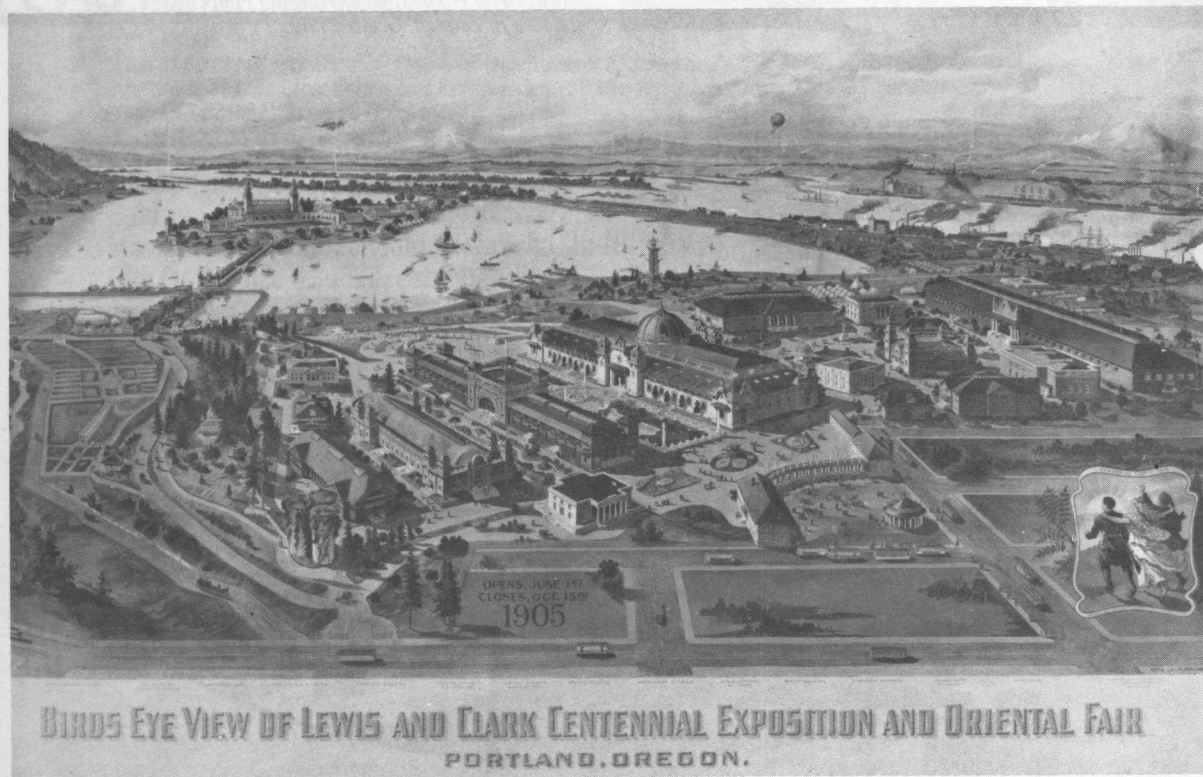
In 1914, Edward H. Bennett, member of a Chicago architect firm, unveiled the *Greater Portland Plan* to city fathers. He provided for public docks, and a different right-of-way system that would alleviate automobile traffic congestion. Proposals of the Plan included locations for railroad terminals, spacious tree-lined boulevards, parks and a civic center. Parts of the Plan were gradually adopted, but its full implementation was never realized because it lacked support from real estate and business interests.

Not only in Portland, but across the nation as well, the idea of planning future city growth was becoming more popular. By the early teens, city plans had been



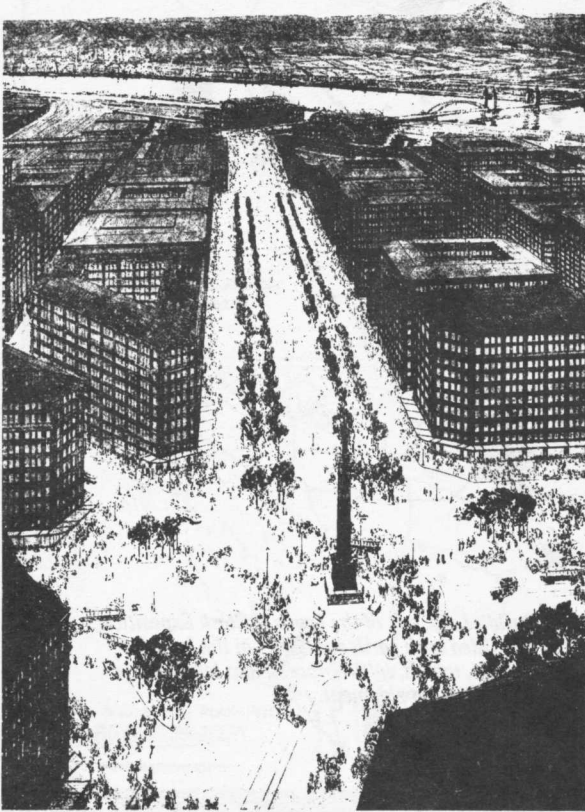
*Guild's Lake, site of the Lewis & Clark Exposition, was filled with earth sluiced from the facing hillside, which, in the process, was terraced for residential development.*

*Lewis & Clark Exposition. Courtesy Oregon Historical Society.*

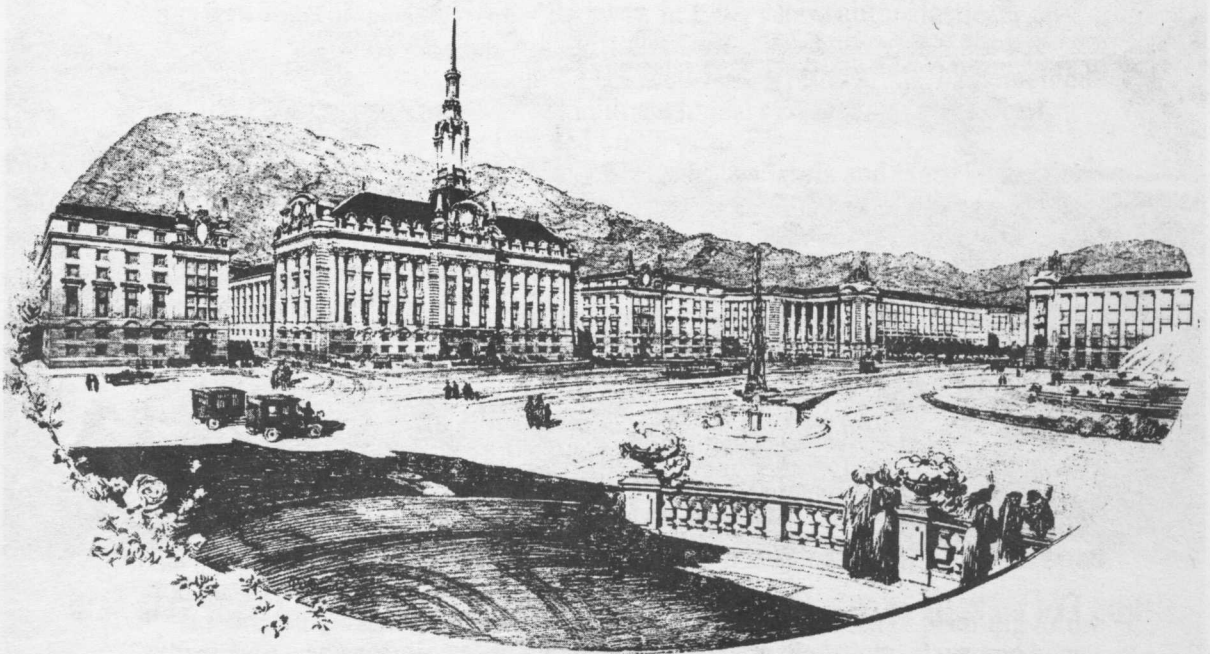


**BIRDS EYE VIEW OF LEWIS AND CLARK CENTENNIAL EXPOSITION AND ORIENTAL FAIR  
PORTLAND, OREGON.**

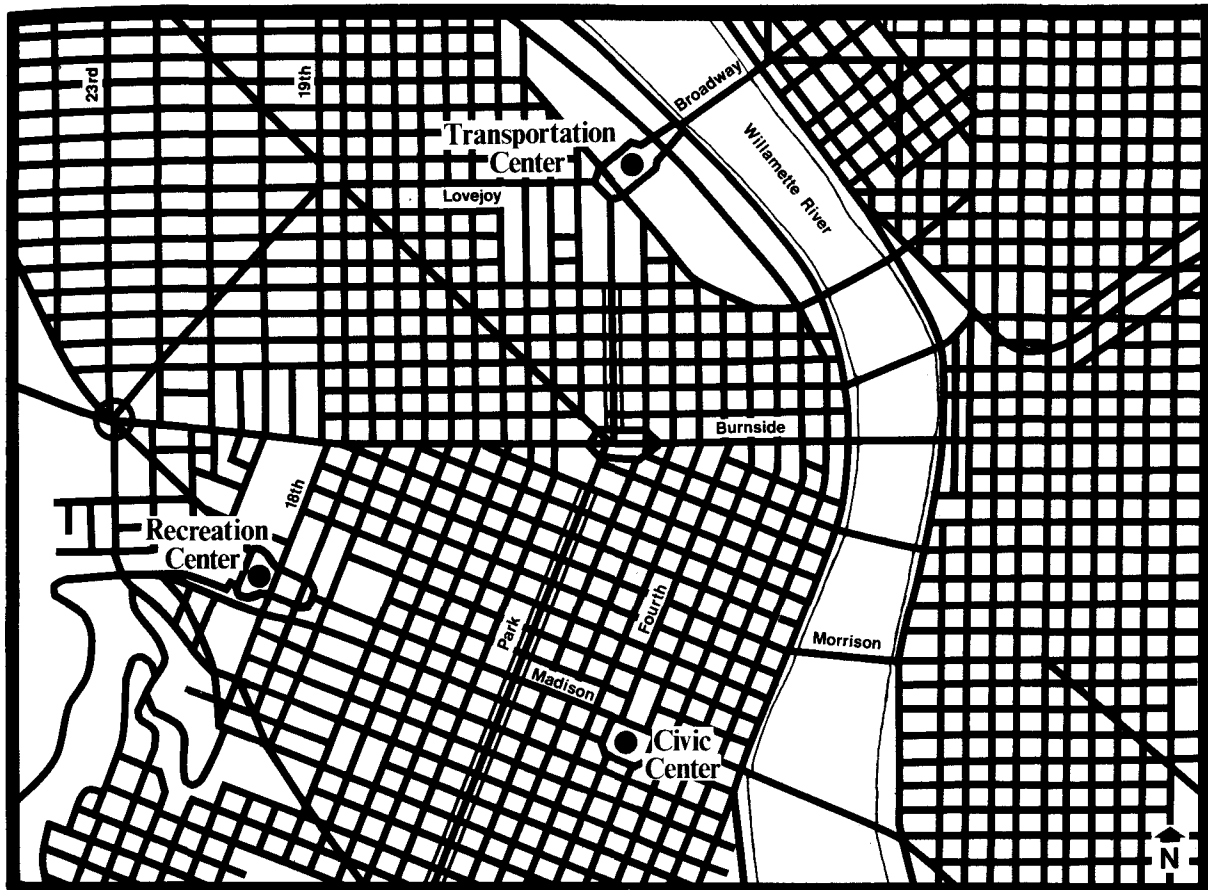




*"Proposed Development of Park Blocks and Burnside Street, At Their Intersection Looking North." From "The Greater Portland Plan" by Edward H. Bennett, October 1912.*



*Proposed Civic Center on Fourth Avenue. From "The Greater Portland Plan" by Edward H. Bennett, October, 1912.*



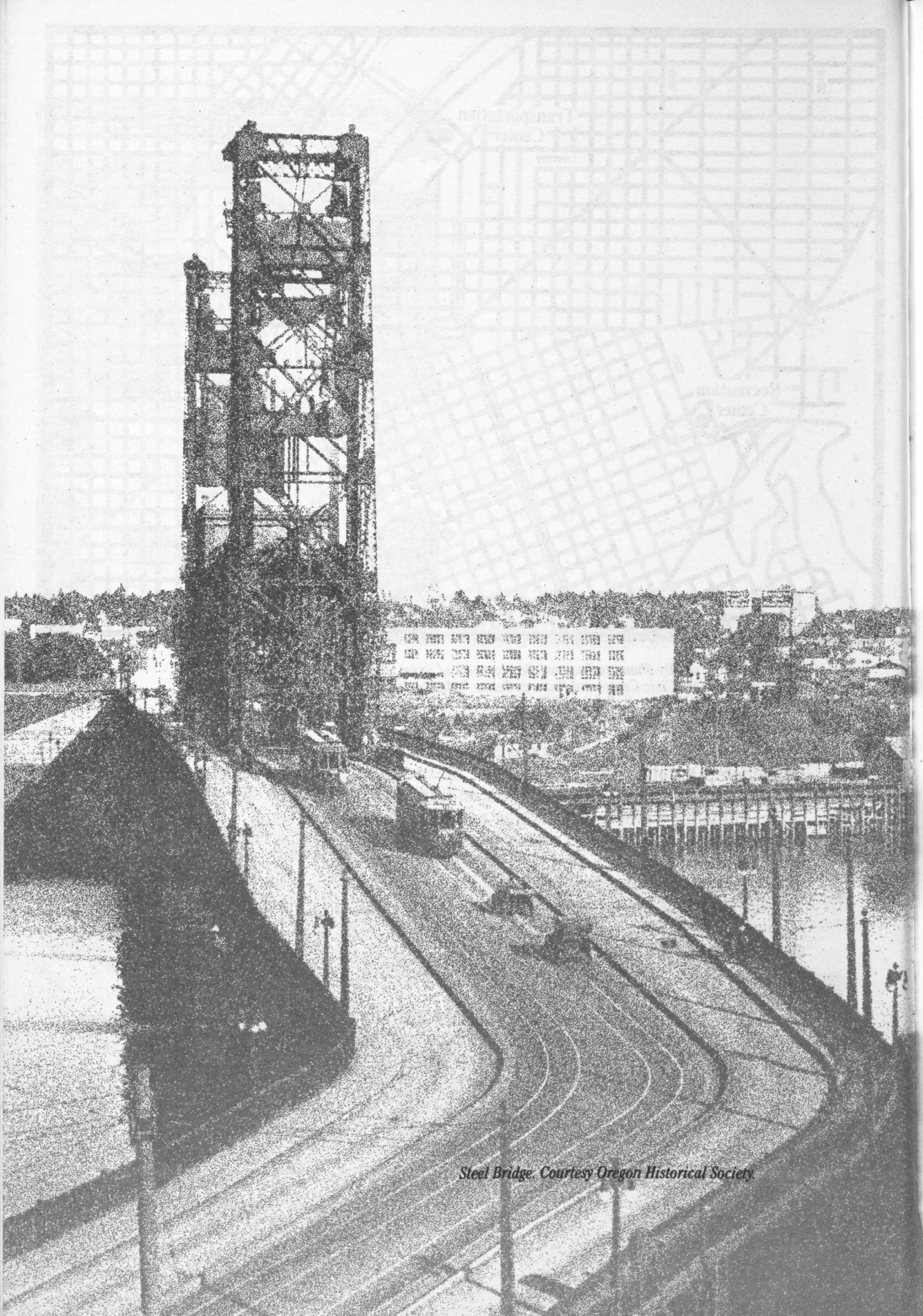
*"Plan of Center of City-Showing Proposed Development of Street and River Banks With General Suggestions For the Civic Center and Railway Center." Map reproduced from "The Greater Portland Plan" by Edward H. Bennett, October 1912.*

enacted and planning commissions appointed for such cities as Hartford, Chicago, Baltimore, Detroit, Jersey City, Newark, St. Louis, Pittsburg, Philadelphia, Salem, Massachusetts and Lincoln, Nebraska. In 1918, Portland followed suit by passing City Ordinance #34870, establishing a City Planning Commission.

Portland's first Planning Commission consisted of the Mayor, City Attorney, City Engineer, and seven members appointed by the Mayor. The major projects affected automobiles, traffic congestion, housing, sanitation, zoning, public and private buildings, parks, grounds, vacant lots, and facilities for shipping and transportation. The group's powers were advisory to the City Council, and it was required to meet at least once a month.

On April 19, 1919 the *Oregon Telegram* published an article supporting city planning:

"The time is ripe to do that which the city has hitherto neglected. Intelligent planning with a vision of the future ought not to be longer delayed."



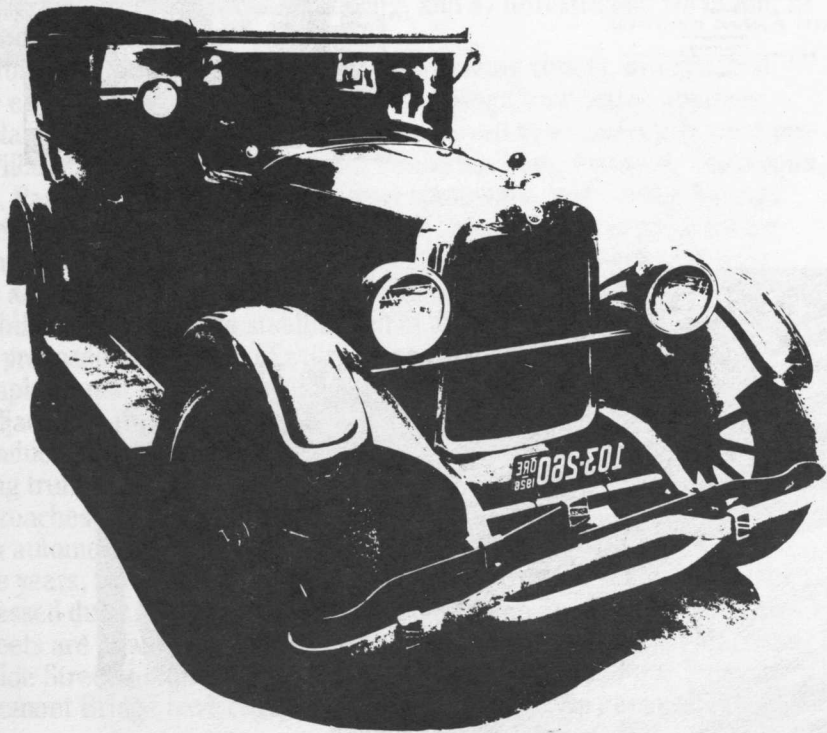
*Steel Bridge. Courtesy Oregon Historical Society.*

# The First Period

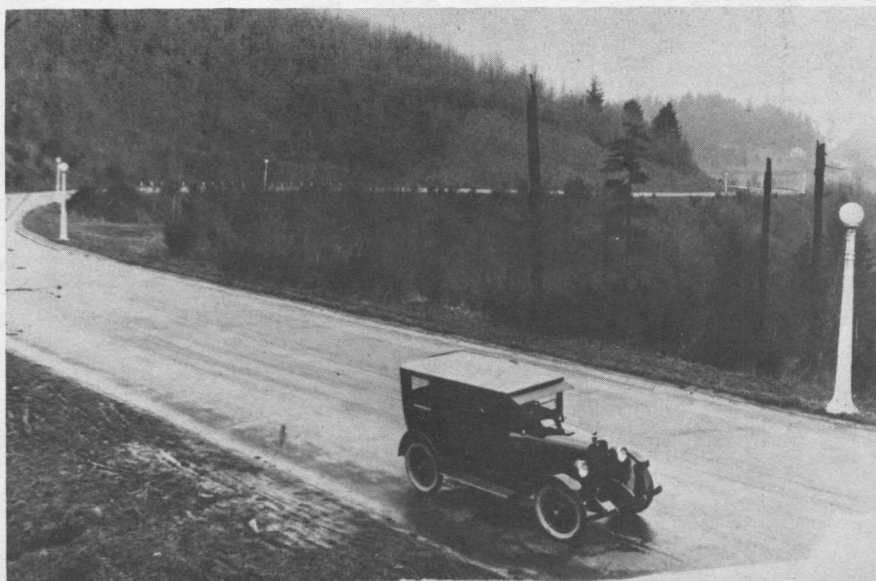
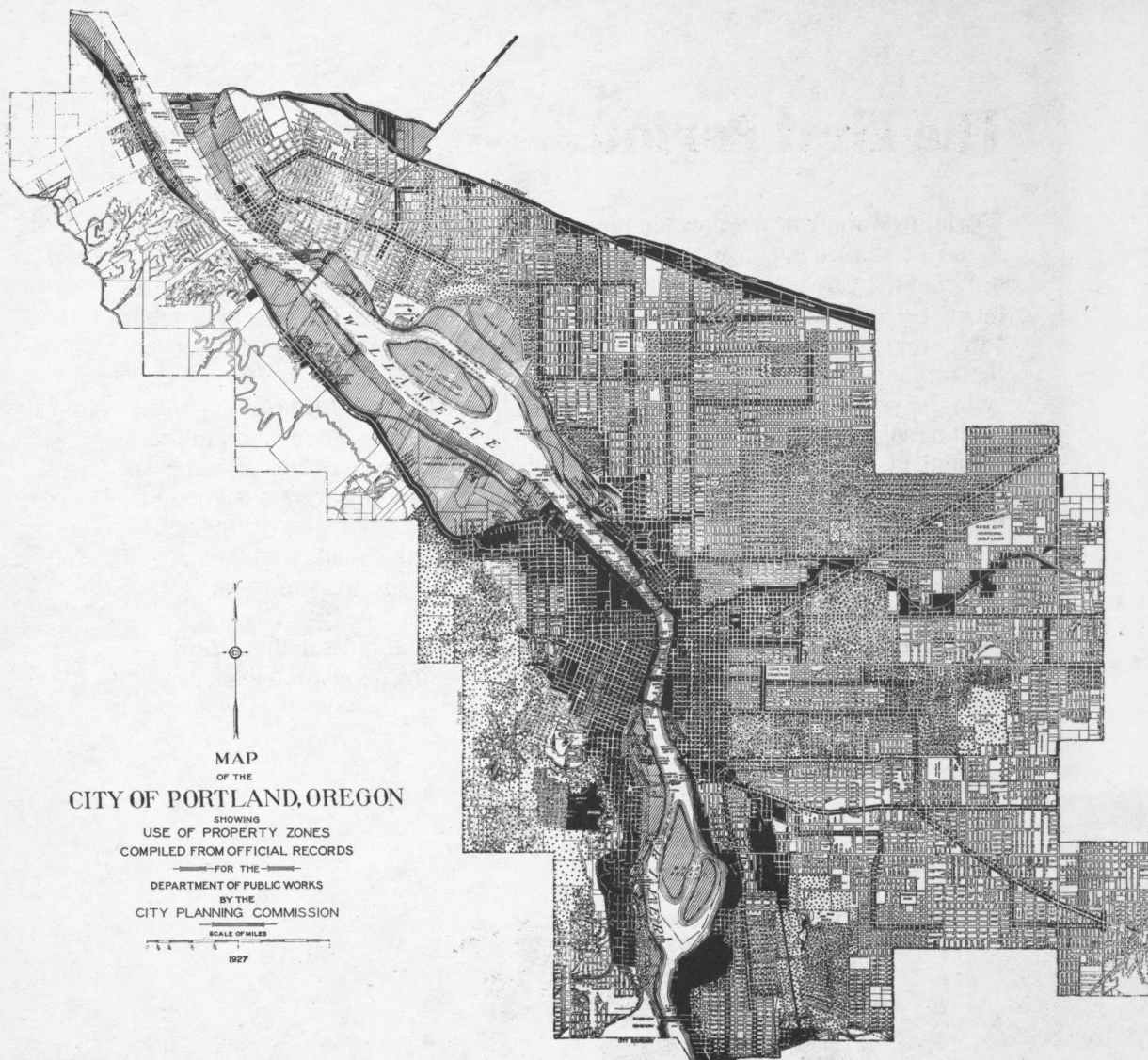
**P**rior to World War I, a new phenomenon, the suburb, emerged, which provided an alternative to congested city living or rural life. Trolley car lines running out from the City's core first brought adjacent land within easy commuting distance. During the twenties, the automobile opened up even more land to suburban development. It was not until the thirties that economic reversals checked the surge in urban expansion.

In the years between World Wars I and II, land use and transportation underwent a major transformation. The causes were largely the automobile, improved technology, and the fact that more people were now living in cities. Zoning was implemented to control changes in land use. Street systems were designed in response to the motor car. As more people crowded into cities, existing facilities were expanded, more housing constructed, and new roads were laid out. Changes in modes of transportation saw bicycles, horses and trolley cars give way before an increasing number of automobiles.

Shortages during World War II hampered growth, but did not affect the popularity of suburban living. The generally increasing population exploded into amazing proportions following the war.







*Terwilliger Boulevard, 1925. Courtesy Oregon Historical Society.*



## ***The 1920's: Forging the Tools***

By the time Portland's Planning Commission met to decide on methods to channel the City's growth, planning tools had been developed by other cities. Zoning, a particularly important tool, was developed in New York in 1916, with the adoption of a zoning ordinance. Zoning provided a method of assigning land specific uses which limited the kinds of activities that could take place. Because zoning was backed by legislative action, it could be sufficiently enforced, making it a viable means of directing growth.

Typically, the zoning ordinance provided residential, commercial, and industrial uses. One of the strongest arguments in favor of zoning was that it safeguarded residential values while providing for the needs of commercial and industrial businesses.

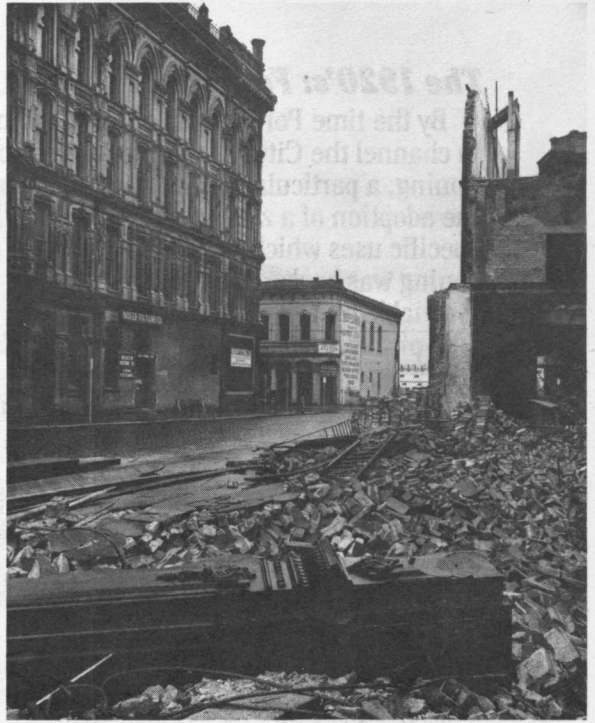
In 1919, the Portland Planning Commission adopted a *Report on City Planning and Housing Survey* by Charles Cheney, which proposed a zoning ordinance containing eight zones: 1) single family dwellings, 2) apartments, hotels, clubs, etc., 3) retail, 4) schools, parks and semi-public buildings, 5) retail, cleaning, and wholesale, 6) hospitals, 7) obnoxious factories, warehouses, and industry, 8) noxious factories, warehouses and industry. Included were six height districts with buildings ranging from two-and-a-half to ten stories.

In the November election of 1920, Portland voters rejected the proposed zoning ordinance, largely because it was too stringent. By 1924, a more permissive zoning ordinance was passed. It was written by the Planning Commission and the Portland Realty Board, and remained in operation until replaced in 1959. It contained four zones: 1) single family residence, 2) single or multi-family residence, 3) general business and light manufacturing, and 4) unrestricted. No height restrictions were proposed.

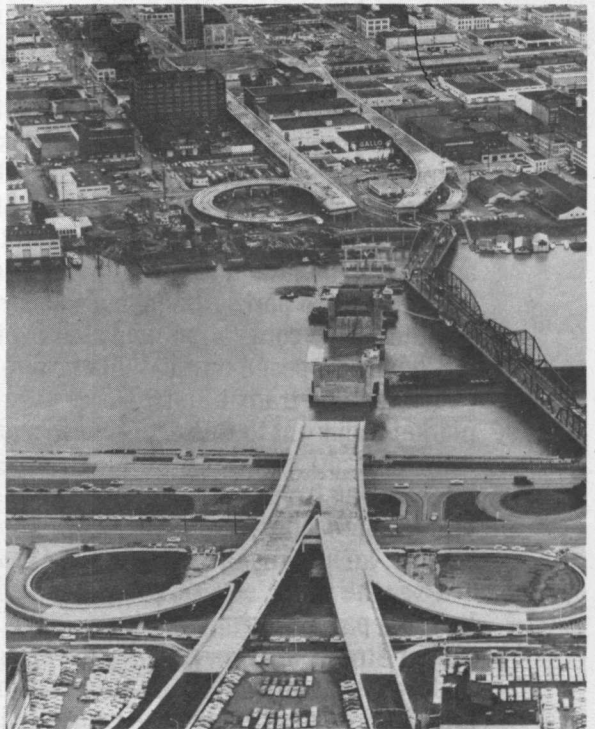
In addition to zoning, other planning tools involving streets, bridges, and parks were experimented with. In 1921, the Planning Commission approved Cheney's plan for a boulevard and park system. Seven new boulevards were proposed at Willamette, Alameda, Ainsworth, Peninsula Park, Portland, Chataqua, Fairmount, Park Blocks from Madison Street southward, and Crystal Springs from Bybee Avenue to the south end of the golf links. A ten-year program for acquisition of park land was also proposed. Besides offering suggestions for boulevards and parks, the plan also addressed problems affecting the Downtown—automobile congestion, and stabilization of the retail center.

Cheney proposed unification of railroad terminals, belt line train service, relocation of rapid transit lines, a new inter-urban depot at Alder Street, location of markets adjacent to this depot, new bridges at Morrison and Burnside Streets, railroad viaducts, waterfront improvements including a harbor line, quay wall, intercepting trunk sewer, new docks, widening of Front Street, widening of bridge approaches, increasing bridge height on Burnside, Morrison and Madison Streets, an automobile loop around Downtown, and setback lines.

Over the years, several of these proposals have been implemented: a parks levy was passed during the thirties; Willamette, Ainsworth, Portland and Fairmount Streets are now boulevards; bridges have been constructed at Morrison and Burnside Streets; Front Street has been widened; and the I-405 Freeway and the Fremont Bridge have completed the automobile loop encircling the Downtown.



*Due to flooding, the abandonment of wharf activity, and brideramp bypasses, Front Avenue is left blighted and neglected. Parts of the 1932 Bartholomew Plan which sought to improve this condition were not implemented and subsequent demolition responded to the development of the present retail center along Fourth and Fifth Avenues. Courtesy Oregon Historical Society.*



*The modern, third generation Morrison Street Bridge, designed to connect with a future freeway system, is built to replace the second in 1958. The second or "new" Morrison Bridge was a reconstruction, in 1905, of the original, the first to span the Willamette River, built in 1887. Courtesy Oregon Historical Society.*

Increases in both automobiles and population made it imperative that additional bridges span the Willamette River. In 1917, there were 20,000 automobiles in Multnomah County—in 1925, there were 79,000. This increase created congestion on Downtown bridges and bridge approaches, and in 1925, the Planning Commission considered the need for and the location of new bridges and bridge improvements. In a report entitled *Future Bridges*, new bridges were proposed at Interstate or Overlook Avenue and at Morrison Street. Changes were also recommended for the Broadway, Railroad and Hawthorne Bridges. Most urgent of these considerations was the Broadway Bridge because it provided the shortest route by car between Downtown and the North Portland peninsula. The proposed set of bridges have all since been built; the final portion being completed with the opening of the Fremont Bridge in 1975.

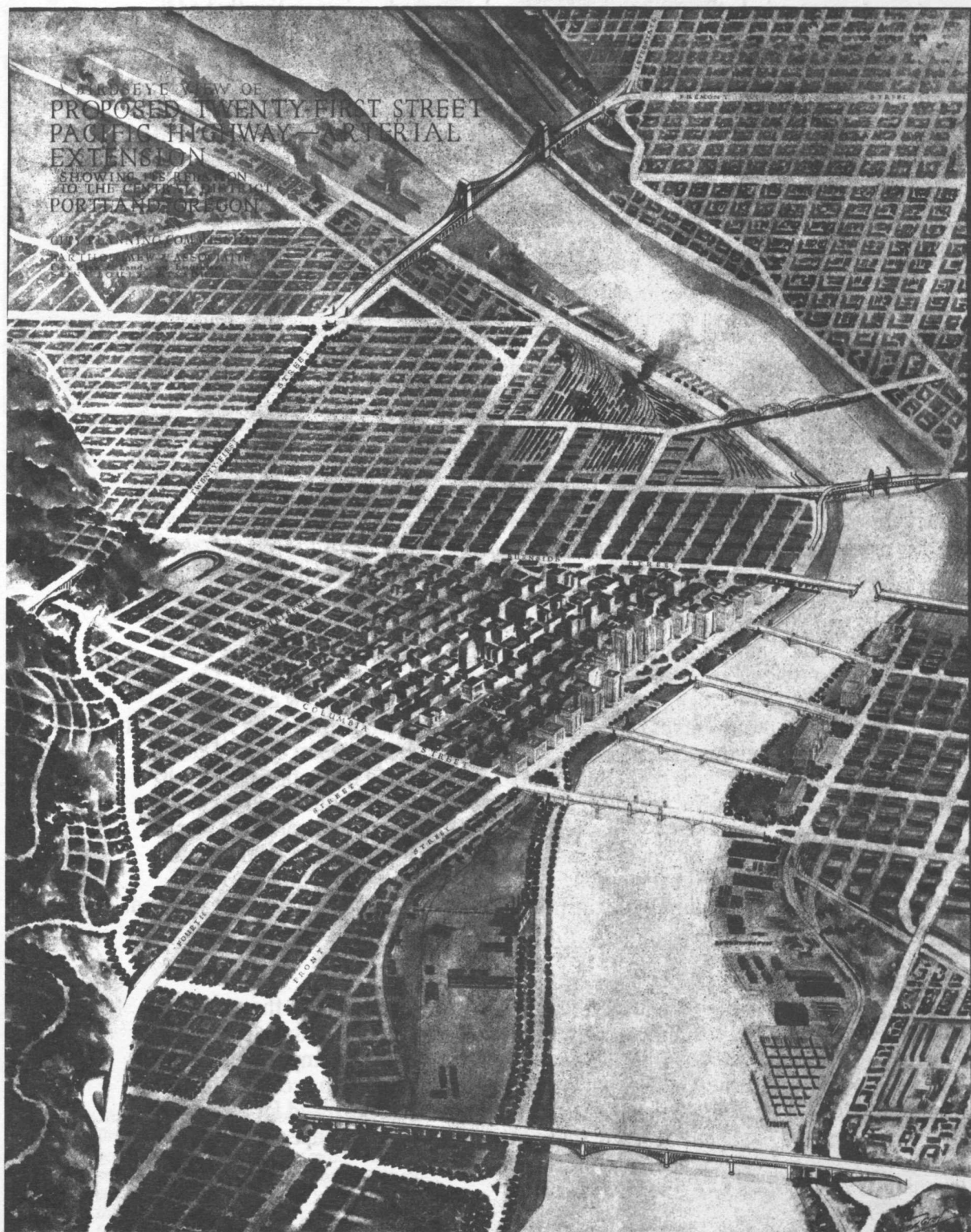
Further study of automobile congestion problems in 1925 and 1926 indicated that the private passenger car was becoming a real force to be reckoned with. At this time, the Planning Commission considered but rejected a proposal to replace streetcars with buses. It was conceded that streetcars obstructed automobile traffic but not enough to necessitate replacement of the extensive system. Automobile congestion, however, worsened when the Burnside Bridge was opened in 1926, further increasing the number of cars downtown.

By 1927 Portland had more cars per capita than Chicago or New York. The automobile had become the dominant mode of transportation, and streets were redesigned to accommodate its needs. A *Report on a Major Traffic Street System* was the first step in this direction by the Planning Commission. It designated major streets which could act as arterials connecting the principal parts of the City and recommended that these streets be widened to 120 feet using setback lines. New roads were also proposed at Foothill Boulevard, Guilds Lake Road, and East Side Industrial Road.

During the twenties, Portland's population continued to grow and more residential areas were carved out of the forest and farm lands. The need for adjacent parks and recreational areas became apparent. In 1929 a report entitled *Park Conditions* contained a preliminary survey of parks and recreational areas. It recommended that the Park Bureau be allowed to issue bonds for \$1 million in order to purchase additional park land. It also suggested that park land be purchased in areas which would eventually become part of the City. Although the bond issue failed, the need for additional park land had been brought to the citizens' attention; during the thirties the City's park system would be expanded.

## **Summary**

The 1920's had been an era of rapid growth and change, with the stock market crash of 1929. But many changes had been carried through by the Planning Commission. The first zoning code was adopted, park improvements were planned, a system of major streets had been devised to accommodate the automobile's growing popularity, and groundwork had been laid for numerous bridges and road projects. All of these actions would help shape the City's appearance for the ensuing fifty years.



*"Proposed Twenty-First Street-Pacific Highway Arterial", from the "Report On Proposed System of Major Streets and Development of Waterfront" by Bartholomew and Associates, January, 1931.*

## ***The 1930's: The Government Becomes a Major Developer***

During the thirties, three marked changes came about as a result of the Great Depression: 1) The rapid growth in population temporarily stabilized, 2) municipal revenues decreased, and 3) the Federal Government began to finance local improvements.

Changes in Downtown Portland and the continued importance of the automobile were considered in the 1932 *Bartholomew Plan, Major Streets and Development of Waterfront*. The original retail center shifted from Front Street to Fourth and Fifth Streets, causing obsolescence of buildings and lowering land values on Front Street. The major cause was flooding, but a contributing factor was that bridge approaches did not afford access to the area. Due to changes in shipping technology, wharfs were obsolete. The waterfront continued to deteriorate, while newer wharfs were being located farther north.

The Bartholomew Plan proposed the widening of major streets, the creation of 72 traffic routes, and the rehabilitation of the old retail system with improved automobile access. Up until now the Broadway Bridge, the Steel Bridge, and the Burnside Bridge had left inaccessible pockets near the river. Recommendations for improved access were combined with waterfront improvements designed to transform the area. It was proposed that the City: 1) purchase land between Front Street and the river from Columbia to Glisan Streets, and also four blocks between Front, Yamhill, and Stark Streets; 2) split the Steel Bridge west approach ramp into Glisan and Front Streets; 3) construct a vehicular subway at Glisan Street; 4) build a waterfront plaza and municipal garage at Alder Street; 5) construct new plaza and municipal garage at Alder Street; 6) build new bridges in the future which would intersect with Front Street on the west side of the river and East Water Street on the east side; 7) build two intermediate bridges, one at Pine Street to East Stark and another at Salmon to East Salmon; 8) locate the proposed railroad connection along the waterfront underneath Front Street; and 9) construct a group of industrial exposition buildings in the area between East Harbor line and East Water Street.

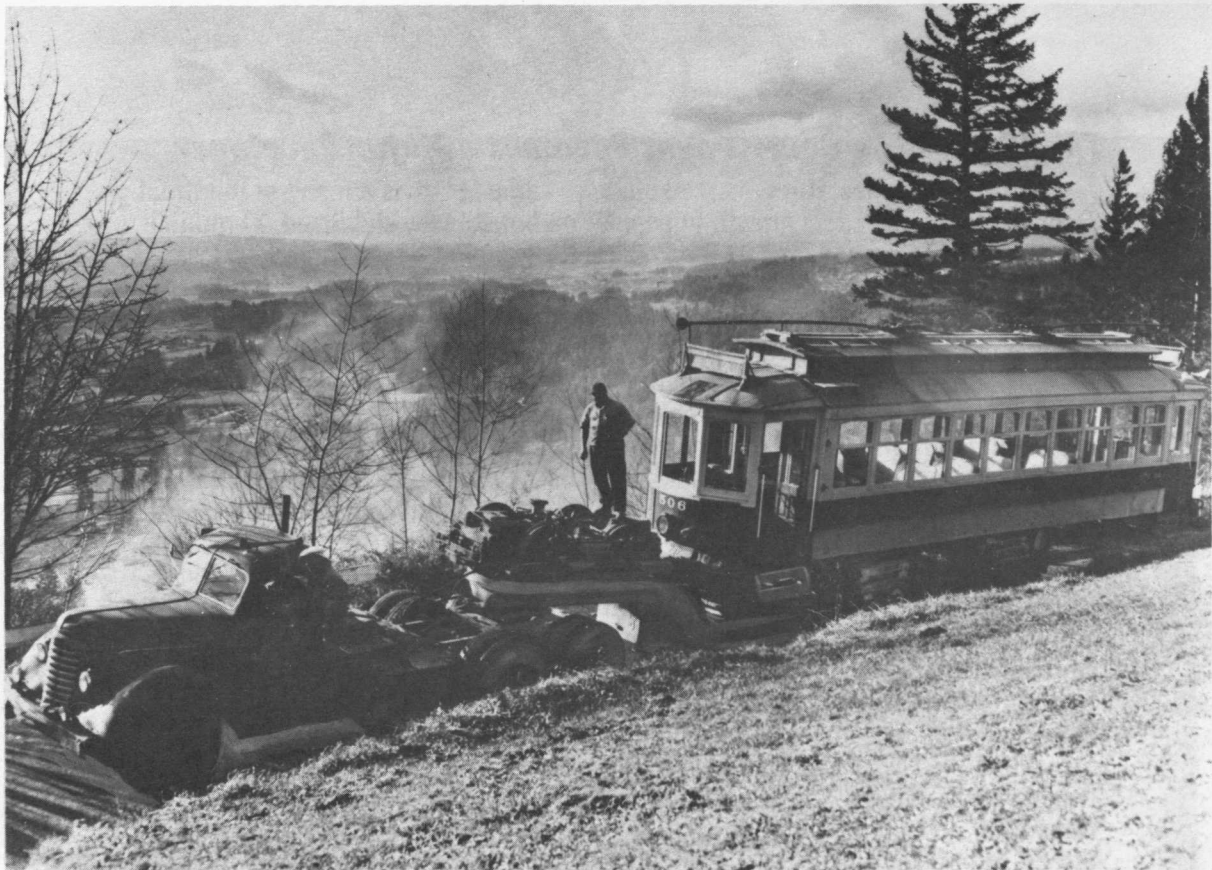
Lack of funds to finance the numerous proposed improvements prevented the plan from being implemented. The area between Front Street and the river, continued to decline until the fifties, when it was cleared to construct Harbor Drive.

In 1935 the Civil Works Administration completed W.W. Amburn's *Proposed Mass Transit Plan*, marking the beginning of Federal Government involvement in local transportation planning. It proposed an Elevated Trans-River Loop Streetcar Line and recommended that rail freight, rail passenger, streetcar, and automobile traffic be separated in the Downtown in order to alleviate traffic congestion. Most significantly, it recommended that streetcars be removed from the Broadway, Burnside, and Morrison Bridges, thus providing the four bridges exclusively for automobiles.

The Amburn Plan heralded the end of the streetcar era in Portland. By 1935, the private automobile was the dominant mode of mass transit, and the streetcar companies eventually discontinued business.

Continued concern over livability centered around the need for more parks, particularly neighborhood parks. In 1936, a report entitled *Public Recreational Areas* once again surveyed existing parks and recommended the purchase of additional park land. The plan stressed the neighborhood as a planning unit and





*The last Council Crest streetcar goes into permanent retirement at Council Crest Park in 1950.  
Courtesy Oregon Historical Society.*

recommended that parks and playgrounds be used to “hold the city together.”

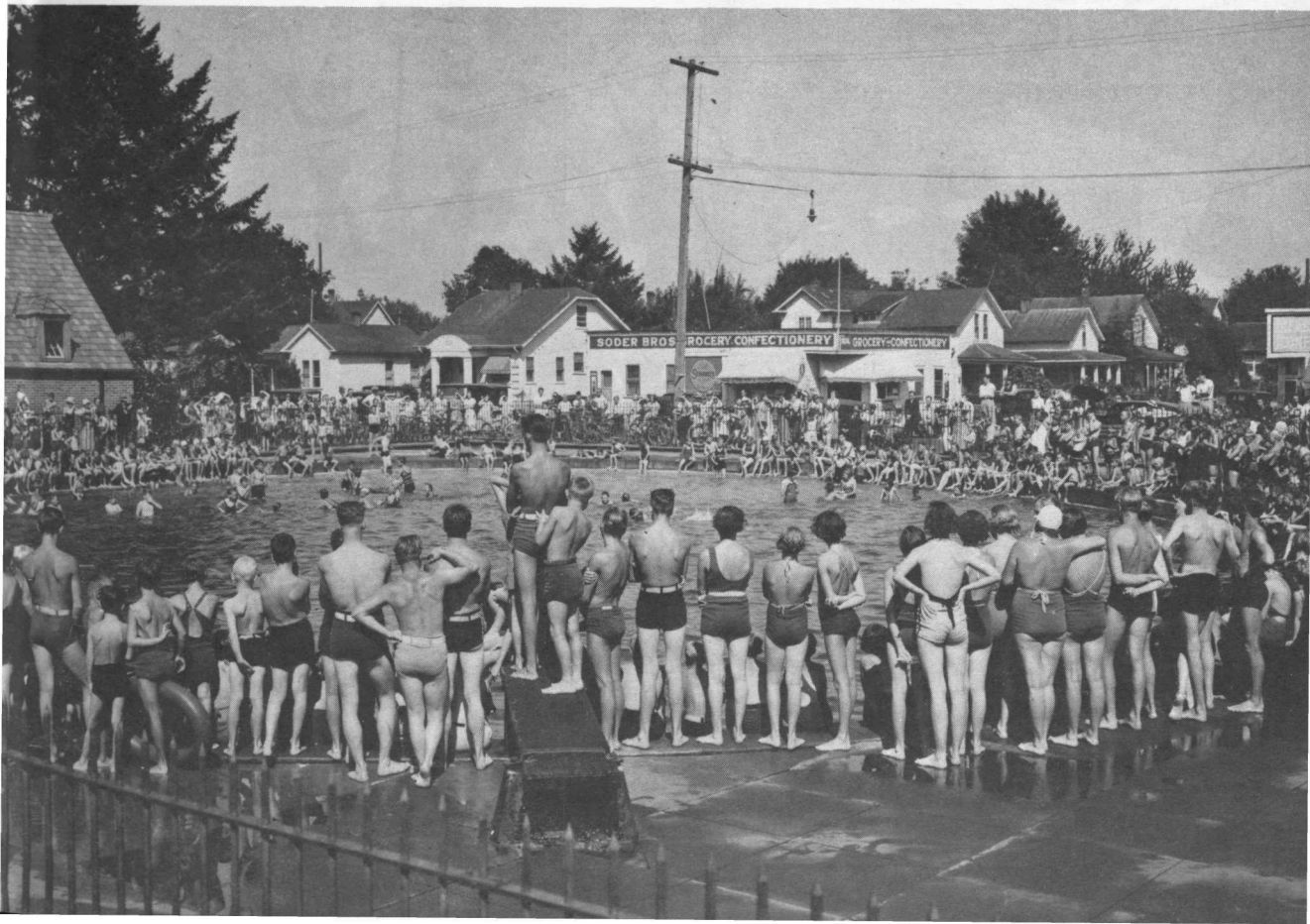
A charter amendment approved by the voters in 1938 contained a ten-year park program to purchase land for additional neighborhood parks, playgrounds, and play fields. The *1939 Ten Year Park Plan* recommended additional land. This trend toward increasing neighborhood livability through public improvements has continued into the present decade.

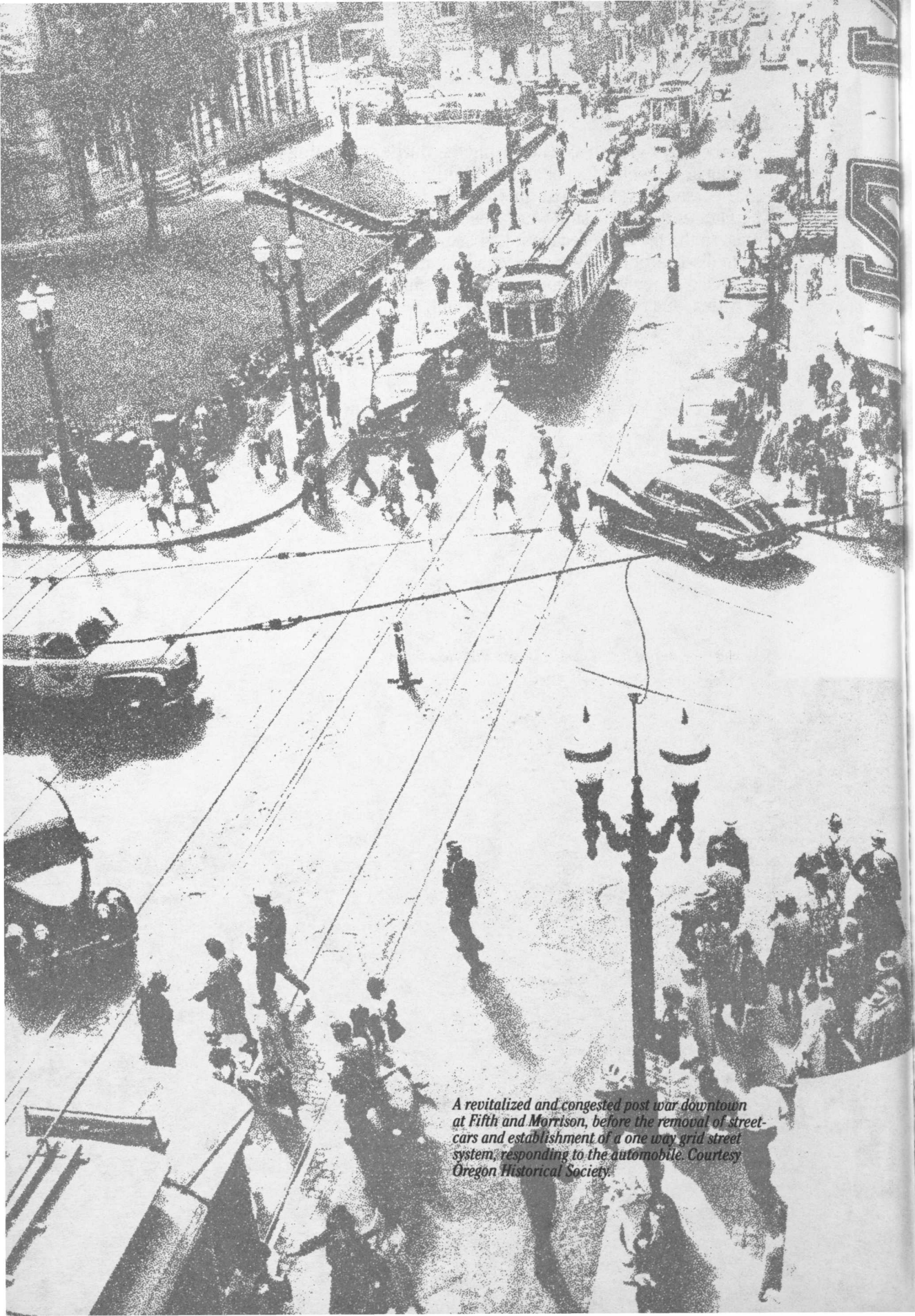
In 1936 and 1937 the results of a land use inventory revealed that urban development was slowing down. The responsibility of the Planning Commission was no longer to direct expansive growth, but to find measures to prevent premature obsolescence and blight. Residential values were threatened by intrusions from apartments. The 1924 zoning code had assigned apartment zones in anticipation of continued rapid growth, which did not occur. Speculation on residential land for possible apartment construction was leading to neighborhood instability and escalation of the price of potential park sites. Therefore, it was recommended that multiple dwelling zones be downzoned to single-family areas in order to preserve residential values and aid in the establishment of neighborhood parks.

## ***Summary***

As the City's growth slowed during the thirties, planning focused on improving existing areas which had been hastily built during a period of frenzied growth. Areas passed by, rather than improved during boom times, were now blighted. The Planning Commission was faced with the problem of rehabilitating these areas. In the previous decade it had been called upon to direct growth. Now it had to discover methods to control blight and decline. Although this trend was forestalled by revived economic activity during the forties, it reappeared during the fifties, and continues into the present.

*Sellwood Park, August 1935. Courtesy Oregon Historical Society.*





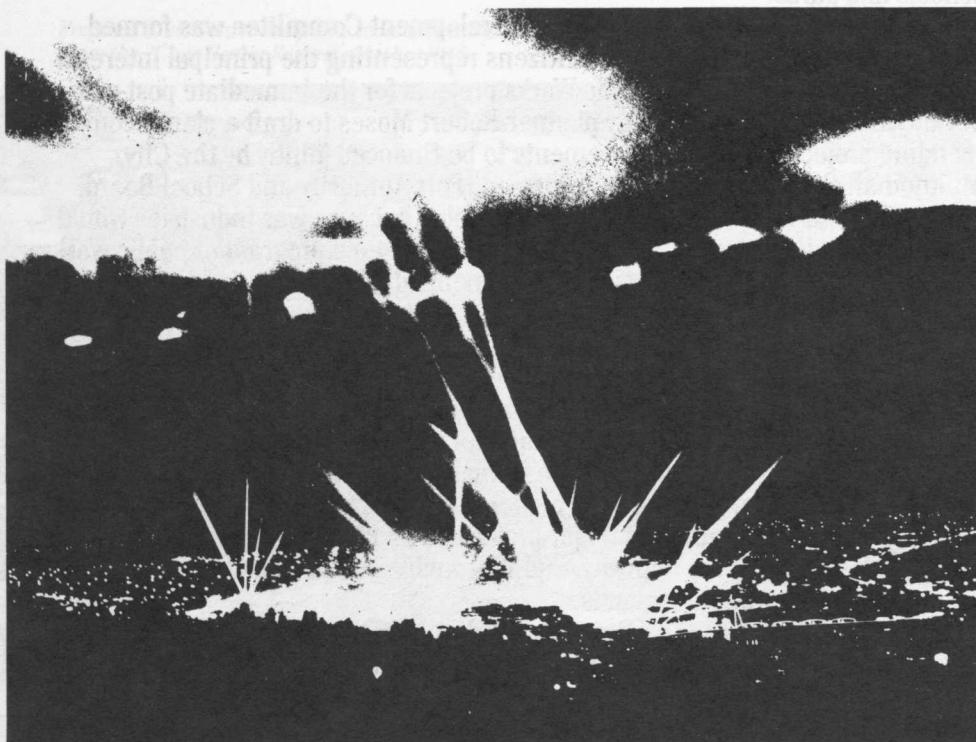
*A revitalized and congested post war downtown at Fifth and Morrison, before the removal of streetcars and establishment of a one way grid street system, responding to the automobile. Courtesy Oregon Historical Society.*



# The First Transformation

**I**n the years after World War II economic activity revived, and produced an explosion of growth and development. As the explosion subsided, however, residential, commercial and industrial areas once again began to deteriorate, and Downtown re-emerged as a thriving commercial center. The principal factors shaping Portland at this time were the automobile, and the changes made to accommodate it. Freeways were designed to crisscross the City, a new zoning code was adopted, and a number of federally funded projects in conjunction with private development were undertaken.

*Ship searchlights on the waterfront. Courtesy Oregon Historical Society.*







### ***The 1940's: The Last Population Boom and Coping with Change***

World War II not only brought increased industrial activity to Portland, but also over 67,000 new people to work in those industries. Almost overnight the City was transformed into a major shipbuilding center. The Federal Government constructed thousands of new housing units at Vanport to shelter the industrial workers. After the war, returning G.I.'s set about making their American Dream come true by attaining a steady job, a car, and a home in the suburbs near schools and parks.

In 1943, the Portland Area Post War Development Committee was formed among the leading public-spirited citizens representing the principal interests of the City. They suggested Public Works projects for the immediate post-war period, and hired New York City planner Robert Moses to draft a plan recommending projects for city improvements to be financed jointly by the City, Multnomah County, the Dock Commission, Port Authority and School Board. Unemployment was a major concern in the plan because war industries would eventually cut back production. Moses' plan proposed a program of public works providing jobs and necessary city improvements during the period before the resumption of private businesses. Federal and State aid was stressed as a necessary component of this program.

Dominating the recommendations were automobile-related projects dealing with freeways, parking, highways, and bridges. Also on the list were major municipal improvements, including plans for sewage disposal, schools, fire, police, water, airport and port facilities; small municipal improvements, including more streets, parks, a civic center, a railroad and bus terminal, public buildings, and ground repairs; major projects near Portland on the Wolf Creek highway, Columbia River highway, and Wilsonville cutoff; and cleanup and reforestation of burned-over lands.

Concern over blight in the Downtown led in 1946 to a report proposing a new *Civic Center* in the central area. It recommended that a City and State building be erected next to Chapman and Lownsdale Squares; that Second Avenue be changed into a wide boulevard; and that off-street automobile parking be located between Second and Third Avenues. Traffic congestion would be alleviated by

superhighways encircling the Downtown, coupled with adjacent parking. The waterfront area would connect with these highways, thereby increasing automobile access to this area.

The Civic Center charter amendment was defeated by the voters. Two years later in 1948 a second *Civic Center Report* reiterated the same recommendations, and again aspired to reshape the Downtown to accommodate automobiles bringing shoppers into the area. Although the voters also rejected this second report, parts of the proposal were eventually completed. The freeway loop was constructed, Chapman and Lowndale Squares became the focus of downtown governmental buildings, off-street automobile parking was provided, and street improvements were made, facilitating the use of automobiles in the downtown area.

The 1940's were dominated by the changes manifested in World War II, continued concern over urban decay, and the automobile. The Civic Center Project attempted to revitalize the Downtown by reshaping it to accommodate the automobile, and foreshadowed the urban renewal projects of the fifties.

*Proposed Civic Center composite including existing City Hall, and existing County and Federal Courthouse. From the "Civic Center Report", October 1946.*



## ***The 1950's: New Tools and The Automobile***

During the 1950's a new zoning code was integrated into the city planning process. First proposed in 1951, it was adopted in 1959, and contained proposals for both private and public urban renewal projects to rebuild major segments of the City. Projects were designed to meet the needs of the automobile, residential uses were replaced with commercial ones, and the boundaries of the Downtown were extended. Throughout the decade, planning was concerned with downzoning in order to preserve single-family neighborhoods.

Characteristic of the downzoning movement was the *1951 Northwest Plan*, which stated that the critical development problem facing northwest Portland, then as now, was whether industry should ultimately occupy all of the area between the Willamette River and Portland Heights, or whether there should be a portion permanently set aside for residential use.

The recommendation to preserve housing in the Northwest was implemented in the new zoning code and set the stage for continued debate over preservation of housing and expansion of industry. It was decided that 1) residential uses should be protected because the value of houses and apartments in this area was too high to be bought by industry; 2) more residential area was needed close to Downtown and the Northwest industrial section; 3) residential use continued west of 19th Avenue; and 4) more industry should not locate near Downtown.

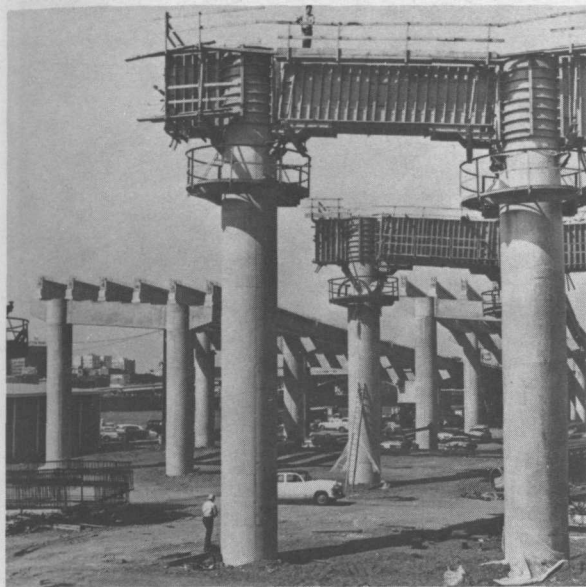
Portland's first project of an urban renewal nature was the privately financed *Lloyd Center Shopping Mall*. This project was Portland's first large retail center grouping shops together so that pedestrians had easy access unhampered by cars, with off-street automobile parking provided in the periphery surrounding the shops. The Planning Commission, in a 1954 report, granted the requested zone changes, and the Commission viewed this project favorably because it would be located on the City's east side, in contrast to shopping centers which were being located just outside other cities.

Public urban renewal did not occur in Portland until 1957, with projects largely financed with federal money. Public urban renewal entails a process where the City raises money through the sale of bonds and federal grants to purchase and clear land for redevelopment by private concerns. Often, the process includes improvements such as new streets, sewers, water lines and parks. The private developers agree to redevelop the land according to a plan drawn up by the City. Once the area is redeveloped, the taxes increase and this increase is used by the City to pay back the bonds. Because increased tax revenues are used, the City can afford to sell the land cheaply in order to attract favorable development.

In 1957 the *South Auditorium Urban Renewal Project* was approved by the Planning Commission. It was then presented to the Portland Housing Authority and finally approved by the Federal Urban Renewal Administration. As a result of the instigation of this project, the Urban Renewal Division of the Planning Commission was created. The findings showed that the area contained standard structures which constituted "blight." The redevelopment of this area displaced thousands of people because the land at the time contained mostly single and multi-family housing. Although the project accomplished its goals, it dislocated many families causing a concern among people which hindered future renewal projects.

Freeway construction began in earnest during the fifties. Construction of the Banfield Freeway was completed and a freeway loop around Downtown was be-





*East Bank Freeway under construction. Courtesy Oregon Historical Society.*

*Freeway loop around downtown, with Mt. St. Helens in the background.*







*The Lloyd Center and Sheraton Hotel in early progress, with thousands of yards of concrete already poured. Courtesy Oregon Historical Society.*

*South Auditorium renewal project at S.W. Fourth and Montgomery; August, 1961. Courtesy Oregon Historical Society.*



gun. The East Bank Freeway was the first segment of this project; it ran north and south and connected the Morrison Bridge to the Banfield Freeway, the Interstate 5 Freeway north to Vancouver and south to Salem; and it proposed a Mt. Hood Freeway. The Planning Commission recommended that it be located at a low level, close to the river, but with a 50-foot strip separating it from the river which could later be developed for recreational purposes. The full 50 feet was not provided, although an isolated esplanade was left, essentially unusable.

The City was rapidly expanding toward the Columbia River along the Banfield Freeway and Columbia Gorge Highway. Because cesspools were adequate to serve this area, construction of sewers was not required and thus the development of moderately-priced housing was possible. In 1959, the *Columbia River Recreation Study* was completed in conjunction with the Multnomah County Planning Commission, proposing recreational facilities on the Columbia River such as beaches, viewpoints and marinas. The main study area was 20 miles on the river between Sauvie Island and Rooster Rock State Park. Although only partially implemented, it was hoped this would provide additional opportunities for recreation, thereby improving the City's livability.

In 1959, approximately 20 neighborhoods were examined by planning consultant firm Clark Coleman and Associates in order to determine blight conditions. A report on three of these neighborhoods was presented to the Planning Commission. the first neighborhood, *Irvington*, was studied to observe the impact of a large shopping center, such as the Lloyd Center, upon a residential area. The housing was found still in good condition, but preventative measures to guard against possible future blight were recommended, such as high-density residential development between Broadway and Hancock from Grand to 15th Avenue; a further study of the impact of a Klickitat Street Freeway; expansion of the Irvington School site; development of a small park in the southern portion; vacation of minor streets connecting with Union or Broadway; downzoning at N.E. 14th Avenue and Knott Streets; enforcement of codes to prevent illegal apartment conversions; and extensions of the Union-Grand couplet with the 15th-16th Avenue couplet to assist north-south traffic.

The second neighborhood, *Sunnyside*, which includes such fine residential areas as Laurelhurst, was found to contain blighted areas. Most structural deterioration centered around S.E. 30th and Belmont Streets. Recommendations realigned zoning on Belmont Street; studied the 20th Avenue expressway; expanded the Sunnyside School site; developed parks at S.E. 35th and Yamhill and at Alder Court; studied whether the Stark Street thoroughfare should be eliminated and determined if the urban renewal agency (in this case, the Portland Development Commission) should apply for funds for a general *Neighborhood Renewal Plan*.

The third neighborhood, *Stephen*, contained 40% structural blight. It was changing from a residential area to a manufacturing and distribution area. The future impacts of the Marquam Bridge, East Bank Freeway, and Mt. Hood Freeway were envisioned as important developments affecting this area. Recommendations changed zoning; rerouted Grand Avenue as a one-way street, provided a viaduct that connected McLoughlin Boulevard; made further studies of Marquam Bridge ramps; and changed major southbound streets from 11th Avenue to 10th Avenue.

Most of the proposals for the Irvington neighborhood were incorporated into a general renewal plan. The plan has been implemented with the aid of Model Cities and Housing and Community Development funds over the last twenty years. The rezoning proposals for all three areas were applied to the new zoning map.

Portland's second zoning code was adopted in 1959. In contrast to the 1924 code which contained four zones, the new zoning code contained fifteen zones: four industrial, four commercial, three apartment and four detached housing. A mixture of different uses was discouraged in most zones and the majority of the City was zoned exclusively single-family residential. Another new feature was a requirement that all new developments must provide on-site parking after 1973. This made the 1959 code differ radically from the 1924 code in that it reinforced the automobile as the dominant mode of transportation. Also included in the 1959 code were height restrictions, setbacks, and screening. This zoning continues to direct development in Portland today.

Urban renewal, freeways and suburbs were integrated into the City under the new zoning code. The next decade would continue the trends begun in this one—but a gradual realization of the social costs would lead to a re-evaluation of planning techniques.

### ***The 1960's: New Concerns and Social Issues***

By 1960, planners were hopeful that the urban problems mounting since the twenties could be handled with the newly-developed tools and methodologies. However, as the decade progressed, it became evident that the solutions were creating new problems. Freeways and urban renewal displaced thousands of people and reduced the number of low-cost homes and rental units. These housing units could not be replaced by new construction at similar cost to the consumer. Further, it was charged that these solutions were made to protect the interests of the rich at the expense of the poor.

The decade began with the final approval of plans for the *South Auditorium Urban Renewal Project*, which specified location and dimensions of land uses and streets for the area. The following year, a second urban renewal project was begun in Albina, stressing neighborhood improvement. The *Albina Neighborhood Improvement Committee* (ANIC), composed of residents in cooperation with community agencies, cleared away litter in yards, eradicated rodents, and provided street lighting. The *1962 Albina Neighborhood Report* summarized proposals contained in the *Urban Renewal Plan* designed to improve housing, eliminate through traffic in residential areas, develop a neighborhood park, and make other necessary improvements, such as repaving streets and repairing broken curbs.

Until the early sixties the Commission had been concerned with preserving residential neighborhoods and providing adequate land for residential expansion to meet the growing needs of the City. However, in 1963, the Portland Housing Authority requested that the Planning Commission locate sites for 416 units of "public housing" (316 units for the elderly and 100 units for families). Five sites were examined, and the Kelton site, located south of Powell Boulevard, was recommended for the family units.

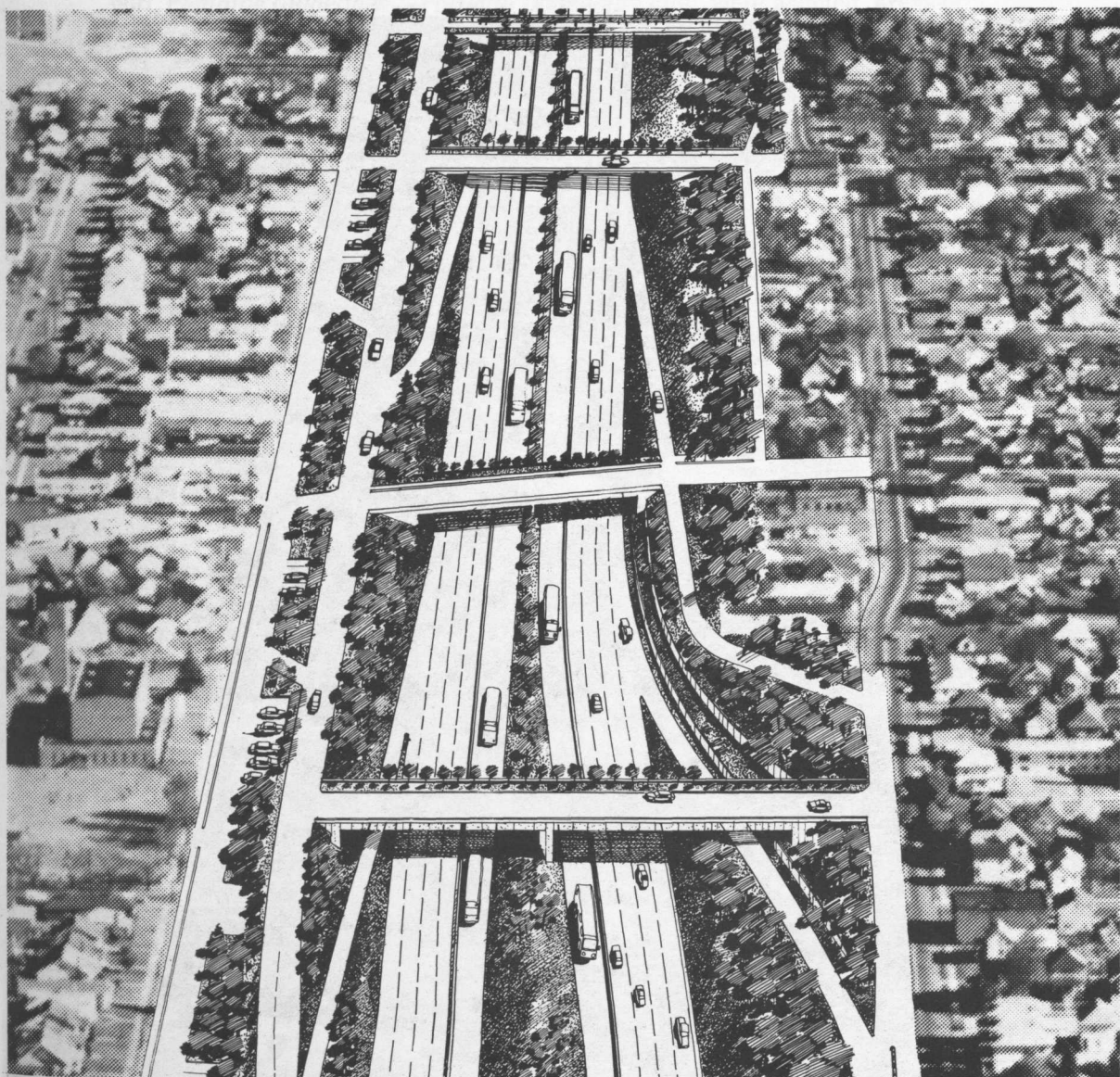
In 1965 the Commission began studying proposals for the location of a *Mt. Hood Freeway*. The chosen route was in the vicinity of Division Street to 52nd

Avenue, and south Powell Boulevard to 82 Avenue. It caused less interference with residential uses, and connected with four main streets in the area. It was recommended that the freeway not be built until a study of mass transit in the area could be made.

Plans for the freeway proceeded until area residents opposed its construction. The project was eventually scuttled in favor of area public transportation projects. The far-reaching implication of this action was to discourage further freeway construction in Portland. Public opinion voiced the concern that freeways were destructive to neighborhoods, increased pollution, and encouraged suburban sprawl. Other freeways meeting similar fates were the *Rose City Freeway* and the original design for the *I-505* segment in the Northwest.

The Planning Commission had long held to a dream to improve public access to the river. The East Bank Esplanade was an early example. In 1967, the report, *Riverfront Access Southeast of the Sellwood Bridge*, was concerned with the

*Composite drawing of a section of the proposed Mt. Hood Freeway. Courtesy Federal Highway Administration, Oregon State Highway Division.*





increase in the number of street vacations requested in the area. It was the Commission's opinion that these requests should be denied in order to preserve public access to the Willamette. It was also hoped that eventually a waterfront greenway system would be instituted. In addition, the Commission recommended that the City purchase land for a riverfront walkway.

In 1968, the Commission again took up the waterfront issue in the *Downtown Waterfront Plan*. The *Oregon Journal* building along Harbor Drive had been torn down and it was recommended that the vacant land be developed into a park to serve as a focal point for recreational activity, to increase land values of adjacent properties, and to beautify the City's downtown riverfront. Furthermore, it was recommended that Harbor Drive be eliminated as a surface arterial. This proposal was partially implemented in 1975 when Harbor Drive was closed.

During the sixties, planning methodologies developed in the prior decade were questioned, and a new set of concerns was added. Urban renewal and freeways produced mixed results. While the South Auditorium project displaced

*Ira Keller Fountain. Photography: Bruce Forster, Courtesy Portland Development Commission.*



thousands, it led to the construction of the award-winning *Lovejoy and Forecourt Fountains* and is one of the nation's showpieces of urban renewal, providing impetus which has revitalized the entire south end of Downtown. The construction of I-405 led to the development of the waterfront park and reduced through traffic in Northwest, thus aiding that neighborhood. It was clear from the sixties that citizen involvement would become an integral part of the planning process.

### ***The 1970's: Integration of Social Concerns and Physical Planning***

The apparent lack of concern for citizens, evidenced by the displacement of families during the urban renewal and freeway projects, necessitated efforts to involve citizens in future planning. In the early 1970's, planners began working with citizen groups and neighborhoods, not only to review decisions by the Planning Commission, but to formulate plans as well.

In 1972, proposed citizen goals and planning guidelines contained in the report, *Planning Guidelines—Portland Downtown Plan*, were adopted. Areas of concern were housing, commerce, the waterfront, Portland State University, transportation, entertainment, open space, historic preservation, industry, and the environment. In general, this plan attempted to improve the quality and efficiency of the Downtown. However, further study was called for, especially in the area of zoning. The Citizens Advisory Committee was active throughout the process, from the formulation of plans to their implementation.

Another example of citizen-based planning occurred in the development of the *Northwest Plan* in 1974. Since 1951 the dividing line between industrial and residential uses had been debated. In this plan the *Northwest District Association* (NWDA) worked closely with the Commission's staff to improve neighborhood social and environmental quality through a coordinated set of housing, land use, and transportation goals and policies. The goals — not the policies — were eventually adopted. The most significant goal was that the Northwest District should serve and house a diverse population close to the center of the city. It consisted of a mixture of land uses which provided a functional, stimulating and livable environment for its users.

The Northwest District Association continued to work with the planning staff, and later in 1974 a set of three alternative land use plans, with zone changes, were proposed. In addition, the report contained a trafficways plan. The staff recommended one of the alternatives and the Commission adopted a modified version, plus the trafficways plan. This plan provided for downzoning and for expansion of the industrial buffer on the north and east edges of the district.

The *Model Cities Plan* was another example of citizen involvement in the planning process and the inclusion of social concerns. The actual planning was performed by consultants hired by the participating neighborhoods in Northeast Portland.

The program was instigated by private consultants working with the *Model Cities Citizen Planning Board*. It proposed a genuine comprehensive project plan for the model cities area. Recommendations considered social, health, and economic development in contrast to traditional land use and zoning which had failed to address these concerns. Planning began in 1970 and in 1975, a set of 87



*St. Johns neighborhood planning meeting. Photography Allan De Ray; courtesy Portland Development Commission.*

policies was produced, covering citizen participation, youth and day care, senior services, recreation, law and justice programs, housing, economic development, affirmative action, and transportation. Upon reviewing the plan, the Planning Commission adopted 21 of the policies.

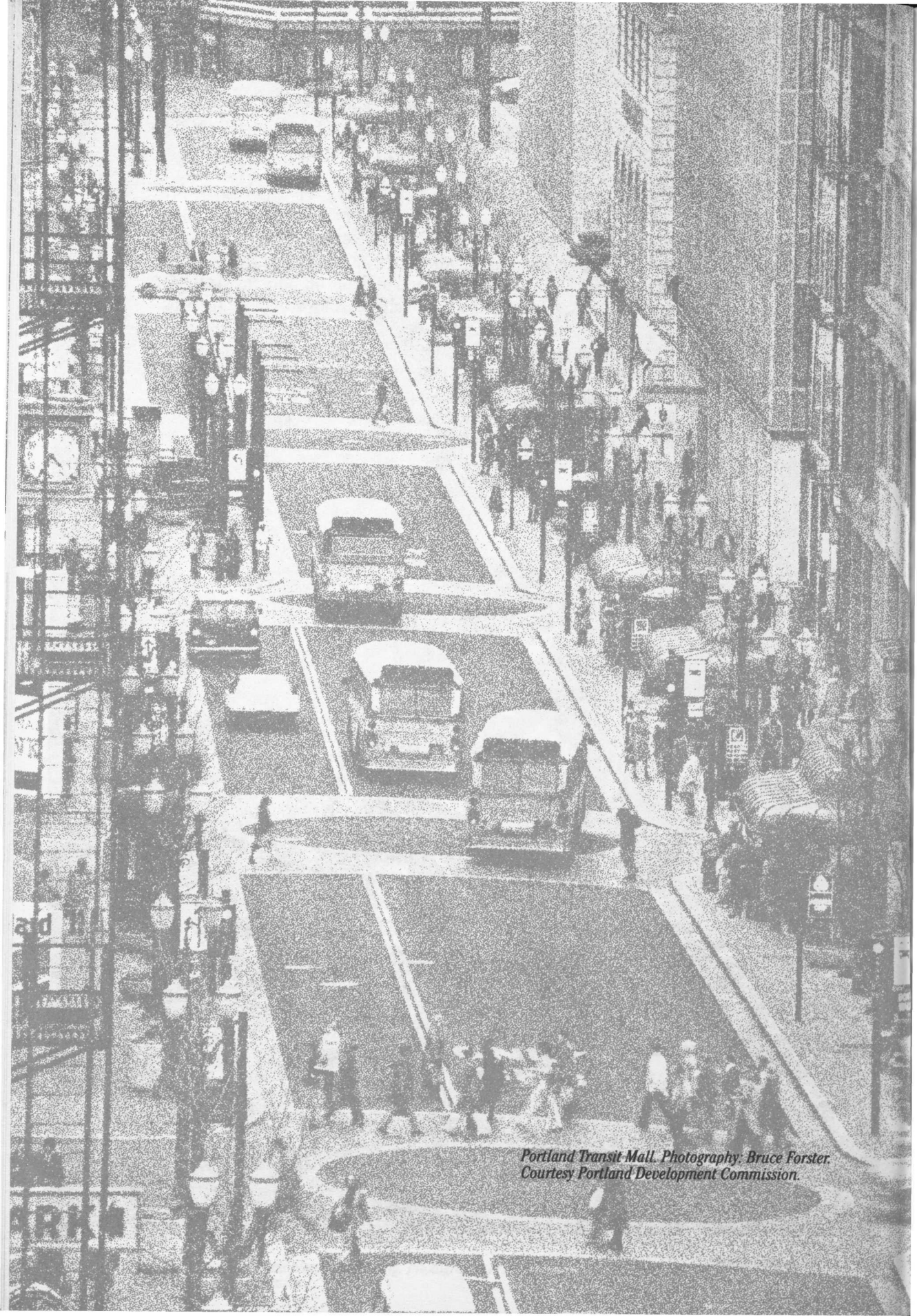
Planning efforts for the neighborhoods of *Corbett*, *Terwilliger*, and *Lair Hill* began in 1972. Before work commenced, the three neighborhood organizations, together with the City, selected the planner who would work on the project. In many ways, this was the beginning of advocate planning by the planning staff. Adopted by City Council in 1977, the plan contained policies on housing, transportation, general improvements, and proposed zone changes for the three neighborhoods.

Criticisms of the planning process during the 1960's were taken into account as the process evolved during the seventies. Citizen participation was now included at all stages of the planning process. The concept of advocate planning had been developed as a new, client-oriented position wherein a planner acted on behalf of private individuals and agencies for individual projects.



*Model Cities neighborhood.*





*Portland Transit Mall. Photography: Bruce Forster.  
Courtesy Portland Development Commission.*

# The Second Transformation; Conclusion

**B**etween 1980 and the year 2000, major changes will reshape the City, setting the stage for growth into the 21st century. As has always been the case, shifts in economic, housing, transportation and political patterns will be the principal forces orchestrating this change. Portland is currently developing a comprehensive plan detailing those elements of the City that make it a desirable place to live, and attempting to meet the challenges of changes in technology and lifestyle.

While it appears that the private automobile will still be present and widely used in 20 years, public transportation and bicycles will play a much more important role in the future than they do today. Light rail transit is projected to connect the cities of Gresham, Milwaukie, Oregon City, West Linn, Tigard, Beaverton, and Vancouver with Portland and with each other. New major commercial and residential centers will develop along these transit lines and increased development will occur along both auto and bus routes to these centers. Many people may choose to live closer to the centers of cities and along these transit corridors rather than in more remote suburban areas.

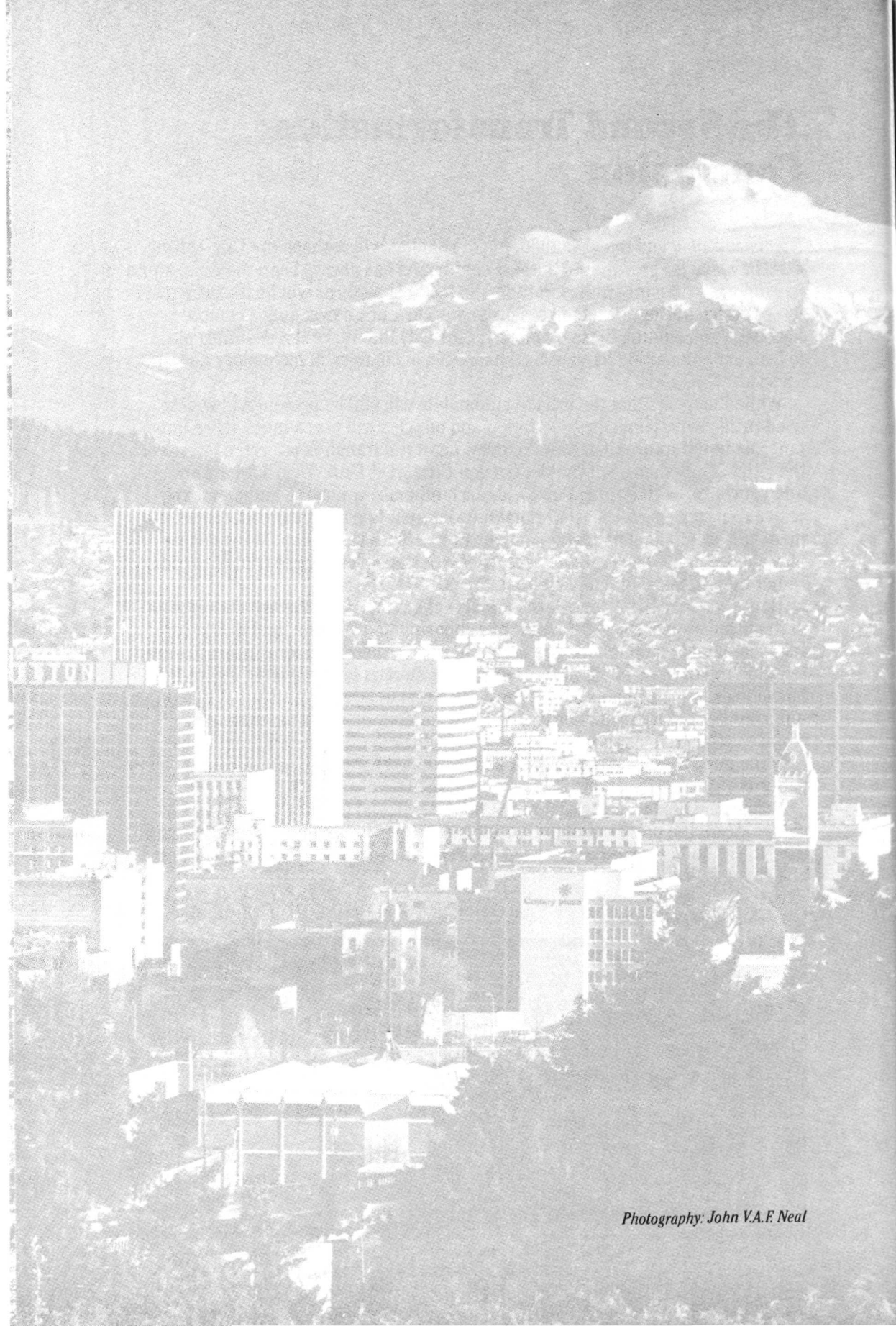
Household and lifestyle patterns are also changing, as is the age distribution of the population. People are frequently choosing to live alone, and it is becoming increasingly common for one parent to raise children, or for couples to have few children or none at all. At the same time, there is an increasing desire for households to have homes of their own. As a result, a larger number of housing units are needed to accommodate the same number of people; another consequence is that many larger homes are underutilized. Such factors, combined with the need to conserve energy, will necessitate changes in future living patterns.

During the next year the Planning Commission and the City Council will deliberate on the preparation for these changes. As the City is transformed with the times, the Planning Commission will continue to evolve to meet the needs of a changing City.

*Photography: John Kirkpatrick*







*Photography: John V.A.F. Neal*

# Portland City Planning Commission and Bureau of Planning Reports

| Date | Cat. No. | Title  |
|------|----------|--|
| 1903 |          | <i>Olmsted Park Plan</i>   |
| 1912 | 2969     | <i>The Greater Portland Plan and Municipal Facts of Edward H. Bennett. (adopted 1914)</i>                            |
| 1918 | 3001     | <i>First Preliminary Report on Housing and City Planning Survey of Portland.</i>                                     |
|      | 2828     | <i>Ordinance No. 34870 ... establishing a City Planning Commission ... passed by the Council, December 27, 1918.</i> |
|      | 3002     | <i>Second Preliminary Report on Housing and City Planning Survey of Portland.</i>                                    |
|      | 3003     | <i>Third Preliminary Report on Housing and City Planning Survey of Portland.</i>                                     |
| 1919 | 3005     | <i>General Report on City Planning and Housing Survey of Portland, Oregon.</i>                                       |
|      | 3004     | <i>Third and Fourth Progress Reports on Housing and City Planning Survey of Portland.</i>                            |
| 1920 |          | <i>Census By Enumeration Districts.</i>  |
|      | 3216     | <i>Report on Major Traffic Streets, Boulevard and Park Systems for Portland, Oregon.</i>                             |
| 1921 | 3000     | <i>Annual Report.</i>  |
|      | 3217     | <i>Major Traffic Street Plan Boulevard and Park System for Portland, Oregon. (Bulletin No. 7)</i>                    |
| 1924 | 3000     | <i>Annual Report</i>   |
|      | 3013     | <i>Zoning Ordinance</i>  |
| 1925 | 3000     | <i>Annual Report</i>   |
|      | 3007     | <i>Future Bridges Over Portland Harbor</i>   |
|      | 3270     | <i>One Year of Zoning in Portland</i>  |
|      | 3009     | <i>Report On City Traffic Synopsis.</i>  |
| 1926 | 3000     | <i>Annual Report.</i>  |





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|---------|------|--|
|         | 3219 | <i>Report on Traffic Conditions in Central Downtown Area.</i>  |
| 1927    | 3012 | <i>Report of the Portland and City Planning Commission on a Major Traffic Street System.</i>                                   |
| 1927    | 3006 | <i>Report on Type and Location of Proposed New Bridge at Morrison Street.</i>  |
| 1929    | 3014 | <i>Report of the Portland Planning Commission on Park Conditions.</i>  |
| 1930    |      | <i>Census By Enumeration Districts.</i>  |
|         | 3000 | <i>Annual Report.</i>  |
| 1932    | 3011 | <i>Report on Proposed System of Major Streets and Development of Waterfront.</i>   |
| 1935    | 3222 | <i>Synopsis and Report on Proposed Interurban Bus Terminal to be Located on Salmon Street between Fifth and Sixth Avenues.</i> |
|         | 3008 | <i>(W. W. Amburn Proposed Plan for Mass Transportation in Portland)</i>  |
| 1936    | 3000 | <i>Annual Report.</i>  |
|         | 3309 | <i>Public Recreational Areas: A Survey and Plan.</i>   |
|         | 3015 | <i>Report on Land Use Inventory and Property in Public Ownership.</i>  |
|         | 3017 | <i>Summary of the Report on Public Recreational Areas with Survey and Plan.</i>  |
| 1936-37 | 3016 | <i>Plan-it, Land Use Inventory, Apartment Zoning, Commercial Land Use.</i>   |
| 1938    | 3271 | <i>The Plan-It vol. 13 Nos. 3, 4, 5</i>  |
| 1939    | 3018 | <i>Recommended Ten Year Park Program</i>   |
| 1941    | 3000 | <i>Annual Report</i>   |
| 1943    | 2165 | <i>Portland Improvement (Robert Moses Plan)</i>  |
| 1944    | 3223 | <i>The Civic Center.</i>   |
| 1946    | 3000 | <i>Annual Report.</i>  |
|         | 3019 | <i>Report on the Civic Center (first publication)</i>  |
| 1948    | 3019 | <i>Report on the Civic Center (second publication)</i>   |
| 1949    | 3000 | <i>Annual Report.</i>  |
| 1950    | 3220 | <i>Portland Zoning Code Proposed by City Planning Commission.</i>  |
| 1951    | 3022 | <i>Tentative Plan for Northwest Portland.</i>  |
| 1952    | 3021 | <i>Bus Transportation in Downtown Portland.</i>  |



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|------|------|---|
|      | 3020 | <i>Eliot School Neighborhood Study.</i>   |
| 1953 | 3055 | <i>Proposed Burnside to Banfield Connection.</i>  |
| 1954 | 3024 | <i>Lloyd Center.</i>  |
|      | 2080 | <i>Off-street Parking Committee Survey.</i>   |
| 1955 | 3218 | <i>Dilapidation of Dwelling Units.</i>  |
|      | 3025 | <i>Downtown Parking Report.</i>   |
|      | 3026 | <i>Proposed Bridlemile School and Park, A Study For: School District No. 1, Multnomah County, Bureau of Parks City of Portland.</i>   |
|      | 3027 | <i>Quality of Housing Report Broadway-Steel Bridge Area.</i>  |
|      | 3028 | <i>Sites for the Exposition-Recreation Center.</i>  |
|      | 3029 | <i>A Study for a Park at the William Clark School.</i>  |
|      | 3238 | <i>A Survey to Determine the Relationship of Ownership of Motor Vehicles Type of Residential Structure and Proximity to Downtown Portland.</i>                                |
| 1956 | 3046 | <i>Advance Selection of School Sites for School District No. 1.</i>   |
|      | 3045 | <i>Births and Deaths Census Tract April 1950-April 1955</i>   |
|      | 3049 | <i>Interurban Streetcar Tracks on the Hawthorne Bridge.</i>   |
|      | 3052 | <i>Metropolitan Planning Project.</i>   |
|      | 3050 | <i>Population Growth a 1975 Population Forecast for the Portland Area Based on Expected Growth in the Pacific Northwest.</i>  |
|      | 3030 | <i>Preliminary Moreland Shopping Center Study.</i>  |
|      | 3051 | <i>Statement to Interim Committee of Oregon State Legislature on Local Government.</i>  |
|      | 3047 | <i>Trafficways Plan Portland-Salem Freeway from Sellwood Freeway to Taylors Ferry Road.</i>   |
|      | 3048 | <i>Trafficways Plan Vehicle Trip Desire Patterns an Estimate of 1954-1975 Trip Desire Pattern for the Portland Study Area Based on a 1946 Origina and Destination Survey.</i> |
| 1957 | 3162 | <i>Final Appraisal, Area Analysis, Comments and Recommendations South Auditorium Urban Renewal Project Re-use Plan. R-1.</i>  |
|      | 3156 | <i>A Profile of the People Who Live in Downtown Portland; A Working Paper to Assist in Preparing the Plan For Downtown Portland.</i>  |
|      | 3042 | <i>Mock's Bottom Traffic; A Traffic Volume Estimate Based on Full Development of Mock's Bottom-Swan Island.</i>   |





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|      | 3038 | <i>Municipal Costs and Revenues for the Broadway-Steel Bridge E-R Tract.</i>   |
|      | 3057 | <i>Portland's Economic Prospects.</i>  |
|      | 3269 | <i>Preliminary Project Report South Auditorium Urban Renewal Project Oregon R-1.</i>   |
|      | 3040 | <i>Site Recommended for E-R Development.</i>   |
|      | 3044 | <i>Summary of South Auditorium Preliminary Project Report.</i>   |
|      | 3041 | <i>University Homes; A Study of the Feasibility of the University Homes Area as an Exposition-Recreation Site.</i>   |
|      | 3039 | <i>Workable Renewal Program 1957-58.</i>   |
| 1958 | 3236 | <i>Census Tract Street Index 7th Edition.</i>  |
|      | 4432 | <i>Census Tract</i>  |
|      | 3034 | <i>Proposed Development Plan Vanport.</i>  |
|      | 3035 | <i>Public Improvement Needs &amp; Resources, Portland, Oregon</i>  |
|      | 3037 | <i>Recommendations on Location of Proposed East Bank Freeway.</i>  |
|      | 3031 | <i>Report on Proposed Parallel Ross Island Bridge.</i>   |
|      | 3059 | <i>South Auditorium Redevelopment Plan</i>   |
|      | 3058 | <i>Statistics by Census Tracts</i>   |
|      | 3036 | <i>Suggested Statement on Parking Field in South Auditorium Urban Renewal Reuse Plan.</i>  |
|      | 3033 | <i>Sylvania Boulevard a New Major North-South Trafficway in Southwest Portland Related to the Existing and Proposed Traffic Pattern in the Southwest Area.</i> |
|      | 3032 | <i>Workable Program For Urban Renewal 1958-59.</i>   |
| 1959 | 3064 | <i>Census Tract Street Index.</i>  |
|      | 3065 | <i>Columbia River Recreation Study.</i>  |
|      | 3062 | <i>Hillsdale Center.</i>   |
|      | 2303 | <i>Irvington, Sunnyside, Stephens Urban Renewal Study.</i>   |
|      | 3060 | <i>Multnomah Center.</i>   |
|      | 3063 | <i>Planning and Zoning Code for Portland 1942, 46, 47, 50, 51, 54, 56, 57, 59, 64, 67, 70, and Ord. #130672 also, Title 33 in City Code.</i>                   |
|      | 3061 | <i>St. Johns Area.</i>   |
| 1960 | 3000 | <i>Annual Report.</i>  |



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|      | 4432 | <i>Census Tract</i>  |
|      | 3070 | <i>The Minnesota Freeway.</i>  |
|      | 3067 | <i>Planning Director's Report.</i>   |
|      | 3069 | <i>A Portland Residential Blight Analysis.</i>   |
|      | 3066 | <i>Sunset-Stadium Freeway.</i>   |
|      | 3068 | <i>Workable Program 1960-61.</i>   |
| 1961 | 3074 | <i>Ash Street Ramp Report and Recommendations.</i>   |
|      | 4432 | <i>Census Tract</i>  |
|      | 3075 | <i>Facts Bearing on Annexation Errol Heights and Mt. Scott.</i>  |
|      | 3072 | <i>Facts Bearing on Annexation of Southwest Multnomah County.</i>  |
|      | 3079 | <i>Facts Bearing on Annexation Milwaukie Fire District No. 56.</i>   |
|      | 3071 | <i>Planning Commission History and Organization.</i>   |
|      | 3242 | <i>Preparation of Comprehensive Downtown Plan.</i>   |
|      | 3078 | <i>Proposed Ramps to Stadium Freeway.</i>  |
|      | 3077 | <i>South Auditorium Urban Renewal Plan Review.</i>   |
|      | 3076 | <i>Tigard, Oregon Incorporation, Annexation to Portland or Status Quo?</i>   |
|      | 3073 | <i>Workable Program 1961-62.</i>   |
| 1962 | 3237 | <i>Albina Neighborhood Improvement Project Report Review of Survey and Planning Stage Activities for the ANIP.</i> |
|      | 3085 | <i>Albina Neighborhood Improvement Project.</i>  |
|      | 4432 | <i>Census Tract</i>  |
|      | 3086 | <i>Central Albina Study</i>  |
|      | 3240 | <i>Comprehensive Downtown Plan Committee Parking Study; Progress Report.</i>                                       |
|      | 3241 | <i>Comprehensive Downtown Study; Harbor Drive Access; a Staff Progress Report.</i>                                 |
|      | 3081 | <i>Comprehensive Downtown Plan Parking; a Preliminary Report June 25, 1962.</i>                                    |
|      | 3097 | <i>Minnesota Freeway "S" Zone.</i>   |
|      | 3082 | <i>Pioneer Post Office Staff Report.</i>   |
|      | 3084 | <i>1962 Portland Population Estimate Staff Report.</i>   |
|      | 3080 | <i>Stadium Recommendations Part 1 — Sites.<br/>Part 2 — Pertinent Factors.</i>                                     |





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| 1963 | 3083 | <i>Street Lighting Districts.</i>   |
|      |      | <i>Addenda City Improvements for the Mt. Scott Area.</i>  |
|      | 3099 | <i>Burnside-Banfield Connection.</i>  |
|      | 4432 | <i>Census Tract</i>   |
|      | 3086 | <i>Central Albina Study</i>   |
|      | 3240 | <i>Comprehensive Downtown Plan Committee Parking Study Progress Report.</i>   |
|      | 3241 | <i>Comprehensive Downtown Study Harbor Drive Access a Staff Progress Report.</i>  |
|      | 3081 | <i>Comprehensive Downtown Plan Parking a Preliminary Report June 25, 1962.</i>  |
|      | 3097 | <i>Minnesota Freeway "S" Zone.</i>  |
|      | 3082 | <i>Pioneer Post Office Staff Report.</i>  |
|      | 3084 | <i>1962 Portland Population Estimate Staff Report.</i>  |
|      | 3080 | <i>Stadium Recommendations Part 1—Sites.<br/>Part 2—Pertinent Factors.</i>  |
|      | 3083 | <i>Street Lighting Districts.</i>   |
|      |      | <i>Addenda City Improvements For the Mt. Scott Area.</i>  |
|      | 3099 | <i>Burnside-Banfield Connection.</i>  |
|      | 4432 | <i>Census Tract</i>   |
|      | 3098 | <i>Central Business District Trends and Projections Staff Report.</i>   |
|      | 3094 | <i>City Improvements for Alto Park.</i>   |
|      | 3091 | <i>Eastbank Esplanade Report.</i>   |
|      | 3087 | <i>Facts on Joining Portland-Bedford Park Area.</i>   |
|      | 3093 | <i>Facts on Joining Portland-Collins View Area.</i>   |
|      | 3095 | <i>Facts on Joining Portland-Garden Home Area.</i>  |
|      | 3092 | <i>Future Urban Renewal Projects.</i>   |
|      | 3090 | <i>High-rise Apartments in Portland.</i>  |
|      | 3100 | <i>New Federal Building Report.</i>   |
| 1964 | 3089 | <i>Petition 4237: request of . . . sixth avenue investment co. for A0 zone on S.W. Capitol Highway near 25th Avenue . . .</i> |
|      | 3101 | <i>Sites Proposed for Additional Public Housing Projects in Portland.</i>   |
|      | 3088 | <i>Two-family Dwellings in "R" Zones.</i>   |
|      | 3096 | <i>Workable Program 1963-64</i>   |
|      | 4432 | <i>Census Tract</i>   |



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| 1965 | 3106 | <i>Census Tract Street Index. 4th ed.</i>  |
|      | 3107 | <i>East Side High School Site.</i>   |
|      | 3102 | <i>Facts on joining Portland-Columbia School Area.</i>   |
|      | 3105 | <i>Facts on Joining Portland-Raleigh Area.</i>   |
|      | 3104 | <i>Facts on Joining Portland-Sylvan Area.</i>  |
|      | 3109 | <i>Petition 4549: "S" Zone Adjacent to Harbor Drive, Front Avenue, S.W. Barbur Blvd.</i>               |
|      | 3103 | <i>Planning Commission History and Organization.</i>   |
|      | 4152 | <i>Proposed Development Plan Portland State College.</i>   |
|      | 3108 | <i>Public Housing — Sites For the Elderly.</i>   |
|      | 3114 | <i>Background Information on the Proposed Powell Butte Annexation.</i>                                 |
|      | 4432 | <i>Census Tract</i>  |
|      | 3110 | <i>Census Tract Street Index 5th Ed.</i>   |
|      | 3120 | <i>Facts on Joining Portland.</i>  |
|      | 3112 | <i>Interstate 205 Freeway</i>  |
|      | 3113 | <i>Mount Hood Freeway</i>  |
|      | 3121 | <i>Neighborhood Information for the Albina Area.</i>   |
|      | 3116 | <i>The Outlook for Land Use Forecasting. (Browning report.)</i>  |
|      | 3122 | <i>Petition 4684: "S" Zone Adjacent to Stadium and Sunset Freeways and Fremont Bridge Interchange.</i> |
|      | 3117 | <i>Population Forecasts and Projections.</i>   |
|      | 3123 | <i>Portland's Residential Areas: An Initial Appraisal of Blight and Related Factors.</i>               |
|      | 3118 | <i>Riverside-Macadam Avenue Area Development Plan and Proposed Zoning.</i>                             |
|      | 3127 | <i>Techniques for Measuring Blight.</i>  |
|      | 3119 | <i>Urban Service Needs Sylvan Water and Fire Districts.</i>  |
|      | 3115 | <i>West Burnside-Couch Couplet.</i>  |
| 1966 | 3111 | <i>Workable Program 1964-65.</i>   |
|      | 4432 | <i>Census Tract</i>  |
|      | 3130 | <i>Census Tract Street Index 6th ed.</i>   |
|      | 3134 | <i>Factors Bearing on the Annexation of the Portland International Airport.</i>                        |





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| 1967 | 3133 | <i>Parkway Development for Skyline Boulevard.</i>  |
|      | 3137 | <i>A plan to Alleviate School Overcrowding to 1970.</i>  |
|      | 3124 | <i>Portland's Commercial Areas an Initial Appraisal of Blight and Related Factors.</i>   |
|      | 3128 | <i>Urban Blight and Casual Relationships.</i>  |
|      | 3129 | <i>Urban Renewal Financial Resources.</i>  |
|      | 3132 | <i>West Burnside Improvements — Alternate Plans.</i>   |
|      | 3135 | <i>Workable Program 1966-67.</i>   |
|      | 4432 | <i>Census Tract</i>  |
|      | 3136 | <i>Census Tract Street Index 7th ed.</i>   |
|      | 3126 | <i>Community Renewal Program — A Recommended Program for Portland, Oregon.</i>   |
|      | 3142 | <i>Downtown Waterfront Staff Study.</i>  |
|      | 3239 | <i>Hillsdale Public Housing Project.</i>   |
|      | 3125 | <i>Portland's Industrial areas an Initial Appraisal of Blight and Related Factors.</i>   |
|      | 3139 | <i>Public Riverfront Access Plan Southeast of Sellwood Bridge.</i>   |
| 1968 | 3138 | <i>Sanitary Sewers Assessment Practices.</i>   |
|      | 3141 | <i>Terwilliger Neighborhood Zoning Proposal.</i>   |
|      | 3140 | <i>Urban Service Needs—Mt. Sylvania.</i>   |
|      | 4432 | <i>Census Tract</i>  |
|      | 4116 | <i>City of Portland Southeast Uplift Program; A Joint Program for Improvement by the City of Portland and Southeast Residents.</i>                         |
| 1969 | 3143 | <i>Downtown Waterfront Plan and S.W. Harbor Drive Improvement.</i>   |
|      | 3144 | <i>Rivergate Annexation a Report Prepared for the Port of Portland Concerning the Effects of Annexation of the Rivergate Area to the City of Portland.</i> |
|      | 3244 | <i>Workable Program 1968-69</i>  |
|      | 4432 | <i>Census Tract</i>  |
|      | 4116 | <i>City of Portland Southeast Uplift Program; a Joint Program for Improvement by the City of Portland and Southeast Residents.</i>                         |
|      | 3143 | <i>Downtown Waterfront Plan and S.W. Harbor Drive Improvement.</i>   |



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|         | 3144 | <i>Rivergate Annexation a Report Prepared for the Port of Portland Concerning the Effects of Annexation of the Rivergate Area to the City of Portland.</i> |
|         | 3244 | <i>Workable Program 1968-69</i>  |
|         | 4432 | <i>Census Tract</i>  |
|         | 3148 | <i>Design Guidelines Morrison Bridge Parking Facility.</i>   |
|         | 4117 | <i>Progress Report, City of Portland Southeast Uplift Program, 1968.</i>   |
|         | 3147 | <i>Proposed C I Sign Regulations.</i>  |
|         | 3145 | <i>Turnkey Public Housing for the Elderly.</i>   |
|         | 3150 | <i>Willamette Waterfront South of Downtown Portland.</i>   |
|         | 3243 | <i>Workable Program 1970-72.</i>   |
| 1969-70 | 3149 | <i>Cascade Community Center (2 vols.)</i>  |
|         | 3247 | <i>Housing Conditions</i>  |
| 1970    | 3153 | <i>Conditional Use 79-69 Staff Report.</i>   |
|         | 3155 | <i>Downtown Comprehensive Plan Study Guidelines and Work Program.</i>  |
|         | 3152 | <i>Irving Community Improvement Program a Proposal to Preserve and Enhance a Prime Residential Area Through Resident and Public Agency Action.</i>         |
|         | 3154 | <i>Multiple Use and Joint Development of the I-405; I-505 Freeway Corridor.</i>  |
|         | 3151 | <i>Portland State University Housing: A Proposal to Encourage the Development of Student Housing on Sites Immediately Accessible to the Campus.</i>        |
|         | 3146 | <i>A Report on Turnkey Projects for the Elderly.</i>   |
| 1971    | 3161 | <i>A Comprehensive Development Plan for the Model Cities District Portland, Oregon.</i>  |
|         | 2230 | <i>The I-505 Freeway Corridor: A Citizens Survey of a N.W. Portland Neighborhood.</i>  |
|         | 3159 | <i>Interim Report No. 1 Northwest Comprehensive Plan: A Study of Social Factors.</i>   |
|         | 3160 | <i>Portland Downtown Plan Inventory and Analysis.</i>  |
|         | 3156 | <i>A Profile of the People Who Live in Downtown Portland: A Working Paper to Assist in Preparing the Plan for Downtown Portland.</i>                       |
| 1972    | 3292 | <i>Air Pollution Data for Comprehensive Planning.</i>  |
|         | 3165 | <i>City of Portland Land Use Summary.</i>  |





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| 1973 | 3195 | <i>Downtown Plan Planning Guidelines / Portland<br/>Downtown Plan as Adopted by City Council, Dec. 1972.</i>  |
|      | 3163 | <i>Draft Northwest Comprehensive Plan.</i>  |
|      | 3166 | <i>Evaluation of Alternative Sites for a Portland Community<br/>College North Campus.</i>   |
|      | 3283 | <i>Marquam Hill Study Outline</i>   |
|      | 2312 | <i>Planning and Development Agencies Study Appendix 1.</i>  |
|      | 3167 | <i>Planning Guidelines Portland Downtown Plan<br/>Implementation Program Staff Report.</i>  |
|      | 3164 | <i>Portland Oregon Census Tract Street Index.</i>   |
|      | 3168 | <i>Environmental Geology for Planning of the Marquam<br/>Hill Area.</i>   |
|      | 0164 | <i>Environmental Report for Portland General Electric Co.<br/>Harborton Combustion Gas Turbine Generating Plant and<br/>Harborton Transmission Substation Facility.</i> |
|      | 5181 | <i>Marquam Hill Planning Study: A Proposal to Prepare<br/>Alternative Concept Land Use Plans.</i>   |
|      | 3171 | <i>Riverfront Renewal Study Areas</i>   |
|      | 3173 | <i>Need for Housing North of Burnside.</i>  |
|      | 3263 | <i>Open Space Plan.</i>   |
|      | 3170 | <i>Pioneer Courthouse Public Square.</i>  |
|      | 4125 | <i>Planning Proposal, Marquam Hill Area.</i>  |
|      | 3307 | <i>Portland Planning Firsts.</i>  |
|      | 3172 | <i>Riverfront Renewal Study Areas.</i>  |
|      | 3169 | <i>Summary of Organization and Responsibilities of the<br/>Portland City Planning Commission.</i>   |
| 1974 | 3273 | <i>Comparative Analysis Northwest Portland Adopted Goals.</i>   |
|      | 3198 | <i>Downtown Development Regulations: Working Papers<br/>#1, 2, 3 Alternative Approaches to Downtown Portland<br/>Development Regulations.</i>                           |
|      | 3197 | <i>Downtown Portland Pedestrian Way System Review<br/>Draft.</i>  |
|      | 3199 | <i>Downtown Portland Proposed Development Regulations<br/>Review Draft.</i>   |
|      | 3305 | <i>The Hearings Officer Process.</i>  |
|      | 2197 | <i>How Do We Know It Is Us Without Our Past?</i>  |
|      | 3178 | <i>Huber Street Study Land Use &amp; Zoning Appendices<br/>A1, A2, B, C, D, E, F</i>  |



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| 1974 | 3179 | <i>Huber Street Study Land Use &amp; Zoning Report to City Council from Portland City Planning Commission.</i>                      |
|      | 2179 | <i>Industrial Relocation in the Portland S.M.S.A. 8/74 Final Report 9/74.</i>   |
|      | 3193 | <i>Industrial District Vacant Land Tabulation.</i>  |
|      | 3288 | <i>Industrial Use Street Program; Proposal to E.D.A. City of Portland.</i>  |
|      | 3175 | <i>Legal/Policy Analysis of Mass Transit Impact Corridors in Portland, Oregon.</i>  |
|      | 3176 | <i>Marquam Hill Planning Study.</i>   |
|      | 2194 | <i>McCormick Dock Waterfront Restoration and Redevelopment Portland, Oregon. Master Planning Report.</i>                            |
|      | 3180 | <i>Northwest District Plan Alternatives Staff Report to City Planning Commission</i>  |
|      | 3174 | <i>A Plan for Corbett, Terwilliger, and Lair Hill.</i>  |
|      | 3177 | <i>Report and Recommendations for Residential Care Facilities.</i>  |
|      | 3245 | <i>Service Station Code Amendment Staff Report.</i>   |
|      | 3303 | <i>Staff Report DPR-37 Rhodes Parking—S.W. 10th and Alder PC Hearing Oct. 29, 1974.</i>   |
|      | 3302 | <i>Union Avenue Corridor: Physical, Economic, and Social Analysis of Transportation and Land Use Alternatives.</i>                  |
| 1975 | 3232 | <i>Buckman Neighborhood Analysis.</i>   |
|      | 3211 | <i>City of Portland Capital Improvement Program Manual 1976-81.</i>   |
|      | 3272 | <i>Downzoning in Oregon: Legal &amp; Policy Issues.</i>   |
|      | 3194 | <i>Downtown Parking and Circulation Policy as Adopted by City Council Dec. 1975.</i>  |
|      | 3184 | <i>Greater Portland Industry: How It Sees Its Problems.</i>   |
|      | 2647 | <i>History of Zoning in Portland 1918 to 1959.</i>  |
|      | 3274 | <i>Industrial Development Activities Memo to Gary Stout, Mar. 21, 1975 (and related information).</i>                               |
|      | 3183 | <i>Joining Portland for Neighborhood and Community Improvements.</i>  |
|      | 3181 | <i>Land Use Controls in Oregon. The Legal Status of Zoning, Major Applications and Policy Implications for Planning Activities.</i> |
|      | 3299 | <i>Location of Housing in Downtown; Memo from Michael Harrison to Ernie Bonner July 11, 1975.</i>                                   |





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|      | 3266 | <i>Model Cities District Policy Plan Staff Report: Policy Manual Evaluation and Recommendations.</i>                 |
|      | 3276 | <i>Nonconforming Use Memo from Bob Tobin to Ernie Bonner October 21, 1975.</i>                                       |
|      | 3185 | <i>Northwest District Policy Plan.</i>   |
|      | 3294 | <i>Northwest District Rezoning Portland Bureau of Planning Staff Report Dec. 1975 P.C. File 6471</i>                 |
|      | 0668 | <i>Portland Energy Conservation Demonstration Tasks 1, 2, and 4</i>  |
|      | 0602 | <i>Portland Energy Conservation Project Development of an Energy Information Retrieval System.</i>                   |
|      | 0603 | <i>Portland Energy Conservation Project; Subtask 1 Interim Report Energy Use Patterns the Transportation Sector.</i> |
|      | 0608 | <i>Portland Energy Conservation Project Task 2.1 City Energy Plan Methodology.</i>                                   |
|      | 3182 | <i>Portland Industrial Employment Trends 1959-73.</i>  |
|      | 3257 | <i>A Proposed Economic Development and Employment Program for the City of Portland and Appendices A-E.</i>           |
|      | 3188 | <i>Portland Industrial Land: Development Possibilities.</i>  |
|      | 3190 | <i>A Report on the Port of Portland Annexation Proposal.</i>   |
|      | 3187 | <i>Report and Recommendations for Planned Unit Developments.</i>   |
|      | 3338 | <i>Report and Recommendations on Proposed Code Amendments for Hospitals and Related Uses.</i>                        |
|      | 3310 | <i>Revised Staff Recommendation on Building Height Limits Memo from Mike Harrison to Ernie Bonner August 7, 1975</i> |
|      | 3265 | <i>Staff Report on Model Cities Policy Plan.</i>   |
|      | 3192 | <i>Staff Report on a Plan for Corbett, Terwilliger, and Lair Hill.</i>   |
|      | 3186 | <i>Union Avenue Redevelopment Plan Summary Plan.</i>   |
|      | 3196 | <i>Urban Design Plan and Program Waterfront Renewal Area Review Draft.</i>   |
|      | 3189 | <i>Zoning Notebook a Guide to Recent Developments in Oregon Land Use Planning Law.</i>                               |
| 1976 | 3212 | <i>Appeal of Conditional Use 25-76 Mcleay Park a Staff Statement.</i>  |
|      | 3230 | <i>Arterial Streets Classification Policy Staff Proposal and Technical Appendix.</i>                                 |



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|      | 3227 | <i>Bond Measure Analysis for City of Portland and C.R.A.G. Member Jurisdictions.</i>  |
|      | 3224 | <i>Buckman Neighborhood Staff Report Rezoning Study, Plus Addendum.</i>   |
|      | 3209 | <i>Buckman Neighborhood Survey.</i>   |
|      | 3210 | <i>City of Portland Capital Improvement Program 1976-81.</i>  |
|      | 3234 | <i>Comprehensive Plan Working Paper No. 12 Portland's Economic Development and Land Use Planning, Preliminary Staff Report.</i> |
|      | 3297 | <i>Discussion Paper on Historic Conservation Preliminary Staff Report Portland Comprehensive Plan.</i>                          |
|      | 3200 | <i>Downtown Development Regulations Miscellaneous Amendments to Planning and Zoning Code.</i>                                   |
|      | 3201 | <i>Downtown Development Regulations Recommended by Portland City Planning Commission.</i>                                       |
|      | 3206 | <i>Downtown Employment Projections Survey and Synthesis.</i>  |
|      | 3279 | <i>Draft Proposed Subdivision Regulations for Portland, Oregon.</i>   |
| 1976 | 0613 | <i>Energy and Land Use Comprehensive Plan Working Paper No. 13.</i>   |
|      | 3231 | <i>Foster/Powell Neighborhood Paper Review Draft.</i>   |
|      | 3207 | <i>Housing Market Analysis: City of Portland, Multnomah County and Portland — S.M.S.A.</i>                                      |
|      | 2720 | <i>Municipal Annexation: History, Mechanics, and Legal Problems. 1976 Rev.</i>  |
|      | 3235 | <i>Northwest District Policy Plan Revised Oct. 1976.</i>  |
|      | 3213 | <i>Northwest District Rezoning Special Hearings Officer Report March 1976 P.C. File 6472.</i>                                   |
|      | 3203 | <i>Northwest District Rezoning Special Hearings Officer Report March 1976 P.C. File 6472.</i>                                   |
|      | 3228 | <i>The Old Town/Central Business District Streetcar Feasibility Study.</i>  |
|      | 3267 | <i>Opportunities for Public Action to Stimulate Single Family Home Construction in Portland Preliminary Staff Report.</i>       |
|      | 3208 | <i>Overall Economic Development Program.</i>  |
|      | 3202 | <i>Permits/License Information Booklet for Housing and Industrial Development.</i>  |





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|      | 3296 | <i>Population Paper—Draft.</i>  |
|      | 0607 | <i>Portland Energy Conservation Project Indexing Procedures.</i>  |
|      | 0610 | <i>Portland Energy Conservation Project Information Retrieval System Final Report.</i>  |
|      | 0611 | <i>Portland Energy Conservation Project Subtask 2 Interim Report Energy Use Patterns the Residential Sector—Data Base in 3 Parts.</i> |
|      | 0612 | <i>Portland Energy Conservation Project Subtask 4 Interim Report Energy Use Patterns Municipal Government Sector.</i>                 |
|      | 0606 | <i>Portland Energy Conservation Project Task 2.2 City Energy Plan—Framework for Scenarios Impacts and Goals.</i>                      |
| 1976 | 0614 | <i>Portland Energy Conservation Project Task 3.2 Scope of City's Powers to Enact Energy Conservation.</i>                             |
|      | 0615 | <i>Portland Energy Conservation Project Task 3.3D City Energy Plan Choices for Saving Energy in Transportation and Land Use.</i>      |
|      | 0609 | <i>Portland Energy Conservation Project "Test" Evaluation of Energy Information Retrieval System.</i>                                 |
|      | 3226 | <i>Portland's Fiscal Outlook.</i>   |
|      | 3312 | <i>Portland Physiographic Inventory: A Study of the Physical Environment and Implications to Planning and Development.</i>            |
|      | 3315 | <i>A Program for Citizen Participation in the Comprehensive Planning Process and Resolution No. 31661.</i>                            |
|      | 3215 | <i>Proposed Sign Regulations in AX, CI and MX Zones Draft.</i>  |
|      | 3214 | <i>Proposed Sign Regulations in CI Zone Draft.</i>  |
|      | 3205 | <i>Report and Recommendations for PUD's, Revised 1976.</i>  |
|      | 2819 | <i>St. Johns Business District Improvement Program: A Five Year Action Program w/Tech. Appendix.</i>                                  |
|      | 2638 | <i>St. Johns Business District Phase I: Inventory of Physical Property and Economic Conditions.</i>                                   |
|      | 0688 | <i>Solar Energy PON DSE 76-2: Proposal from City of Portland to USERDA.</i>   |
|      | 3233 | <i>Status Report for the City of Portland Bicycle Program.</i>  |
|      | 3229 | <i>Summary of the Proposed Arterial Streets Policy.</i>   |
|      | 3225 | <i>Sunnyside Neighborhood Paper.</i>  |
|      | 3204 | <i>Union Avenue Redevelopment Plan Summary Plan.</i>  |



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| 1977 | 3281 | <i>Arterial Streets Classification Policy as Proposed by the Portland City Planning Commission and Technical Appendix (2 vols.).</i> |
|      | 5465 | <i>The City Planner Handbook Materials for the Preparation of a Comprehensive Plan for Portland, Oregon.</i>                         |
|      | 3275 | <i>City Services for Portland Business and Industry (brochure).</i>  |
|      | 3317 | <i>Capital Improvement Program Manual.</i>   |
|      | 3304 | <i>Comprehensive Plan Information Brochure.</i>  |
|      | 3313 | <i>Economic Development in Portland, Oregon Opportunities, Constraints, and Policy Issues.</i>                                       |
|      | 3298 | <i>Floodplain, Portland.</i>   |
|      | 3295 | <i>Intra-Metropolitan Residential Mobility and Major Determinant of Urban Change.</i>  |
|      | 3286 | <i>Ladd's addition: The Making of an Historic Neighborhood.</i>  |
|      | 3285 | <i>Lair hill: The Making of an Historic Neighborhood.</i>  |
|      | 3293 | <i>Marquam Hill Policy Plan, and Addendum.</i>   |
|      | 3300 | <i>Mobility Determinants: Memo from Patricia Bugas to Don Mazziotti June 1977 (draft).</i>   |
|      | 3327 | <i>Model City Policy Plan. Draft</i>   |
|      | 3318 | <i>1977-82 Capital Improvement Program Pre-Budget Summary: Council Directions, Staff Comments and Recommendations.</i>               |
|      | 3316 | <i>1977 Land Use Inventory Manual.</i>   |
|      | 3277 | <i>Population Estimates for Portland.</i>  |
|      | 0629 | <i>Portland Energy Conservation Demonstration Project Overview.</i>  |
|      | 0628 | <i>Portland Energy Conservation Demonstration Project: Vol. 1 Energy Data and Analysis.</i>  |
|      | 0618 | <i>Portland Energy Conservation Project Executive Summary.</i>   |
|      | 0620 | <i>Portland Energy Conservation Project Life Cycle Costing and Portland Purchasing.</i>  |
|      | 0616 | <i>Portland Energy Conservation Project Task 3.3E Choices for Saving Energy in the Government Sector.</i>                            |
|      | 0617 | <i>Portland Energy Conservation Project Vol. 3 Summary of Conservation Choices.</i>  |
|      | 0621 | <i>Portland Energy Conservation Project Vol. 3A Residential Conservation Choices.</i>  |



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|      | 0622 | <i>Portland Energy Conservation Project Vol. 3B<br/>Transportation and Land Use Conservation Choices.</i>                     |
|      | 0623 | <i>Portland Energy Conservation Project Vol. 3C<br/>Commercial Conservation Choices.</i>                                      |
|      | 0624 | <i>Portland Energy Conservation Project Vol. 3D<br/>Industrial Conservation Choices.</i>                                      |
|      | 0625 | <i>Portland Energy Conservation Project Vol. 3E<br/>Government Conservation Choices.</i>                                      |
|      | 0626 | <i>Portland Energy Conservation Project Vol. 4 Model<br/>Local Code Revisions for Energy Conservation.</i>                    |
|      | 0627 | <i>Portland Energy Conservation Project Vol. 5 Capital<br/>Budgeting and Energy Use.</i>                                      |
|      | 3268 | <i>Portland Planning Commission Recommendations for<br/>Buckman Neighborhood Rezoning Jan.</i>                                |
|      | 3278 | <i>Portland Planning Commission Recommendations for<br/>Buckman Neighborhood Rezoning April.</i>                              |
|      | 3314 | <i>Portland Planning Commission Recommended Revisions<br/>for the Northwest District Policy Plan.</i>                         |
|      | 3287 | <i>A Proposal for Historic Conservation Zoning.</i>   |
|      | 5459 | <i>Proposed Housing Policy for Portland.</i>  |
|      | 3311 | <i>A Social Profile of Portland.</i>  |
|      | 3280 | <i>Special Report: The Harborton Issue.</i>   |
|      | 3282 | <i>Technical Transfer Opportunities for Portland.</i>   |
|      | 5464 | <i>Uphill Downhill Yamhill the Evolution of the Yamhill<br/>Historic District in Portland, Oregon.</i>                        |
| 1978 | 3336 | <i>Background Studies for the Housing and Community<br/>Development Preplanning Study for the Concordia<br/>Neighborhood.</i> |
|      | 3329 | <i>The City Planner District Edition.</i>   |
|      | 3324 | <i>Foster-Powell Neighborhood Technical Working Paper<br/>Housing and Community Development Preplanning<br/>Study.</i>        |
|      | 3325 | <i>Hollywood Transportation Study: Final Report.</i>  |
|      | 3330 | <i>Housing and Community Development Preplanning Study<br/>for the Concordia Neighborhood.</i>                                |
|      | 3331 | <i>Housing and Community Development Preplanning Study<br/>for Foster-Powell.</i>   |
|      | 3332 | <i>Housing and Community Development Preplanning Study<br/>for Lents (S.U.R.G.E.)</i>   |





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| 1978 | 3333           | <i>Housing and Community Development Preplanning Study for Piedmont Neighborhood.</i>                                  |
|      | 3334           | <i>Housing and Community Development Preplanning Study for Portsmouth Kenton.</i>                                      |
|      | 3323           | <i>Lents Neighborhood Technical Working Paper: Housing and Community Development Pre-Planning Study.</i>               |
|      | 3326           | <i>Macadam Avenue Improvement Project.</i>   |
|      | 3322           | <i>Portland Public Schools 1950-77.</i>  |
|      | 3321           | <i>Pre-Budget Summary for the Capital Improvements Program 1978-1983.</i>  |
|      | 3319           | <i>Report on the Proposed Housing Policy for Portland.</i>   |
|      | 3339           | <i>South Portland Circulation Study.</i>   |
|      | 3337           | <i>The Substandard Lot Study of Portland.</i>  |
|      | 3328           | <i>Substandard Lot Study: Progress Report.</i>   |
|      | 3306           | <i>Past Members of Planning Commission (1919-1948) Directors (1919-1960).</i>  |
|      | 3340           | <i>Vacant Land Report</i>  |
|      | 3341           | <i>Citizen Response: An Analysis of Citizen Response to Possible Goals and Alternative Plans for Portland, Oregon.</i> |
|      | 3342           | <i>Regulation of Taxicabs in the City of Portland: Review and Recommendations (3 volumes)</i>                          |
|      | 3343           | <i>Proposed Going Street Noise Mitigation Project</i>  |
|      | 3344           | <i>Powell Butte-Mt. Scott Draft Development Manual</i>   |
|      | 3345           | <i>Powell Butte-Mt. Scott Density Development Study</i>  |
|      | 3345<br>(supp) | <i>Powell Butte-Mt. Scott Area Density Development Study: Technical Supplement</i>                                     |
|      | 3346           | <i>Portsmouth Kenton Pre-Planning Studies: Technical Memoranda</i>   |
|      | 3347           | <i>Background Studies for the Housing and Community Development Preplanning Study for the Piedmont Neighborhood</i>    |
|      | 3348           | <i>Slide Presentation: Northwest Plan</i>  |
|      | 3349           | <i>Summary and Analysis of Citizen Response Data for the Comprehensive Land Use Plan</i>                               |
|      | 3350           | <i>Recommended Goals for the Comprehensive Land Use Plan</i>   |



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| 1979 | 3351 | <i>P.U.D. Code Amendment</i>   |
|      | 3352 | <i>Errol Heights Annexation Study</i>  |
|      | 3353 | <i>Potential Historic Conservation Districts: an Inventory of Historic Resources</i>         |
|      | 3355 | <i>Portland's Chinatown: the History of an Urban Ethnic District</i>                         |
|      | 3354 | <i>Discussion Draft, Comprehensive Plan</i>  |
|      | 3356 | <i>Discussion Draft, Comprehensive Plan: Technical Report</i>                                |
|      | 3357 | <i>Hollywood Transportation Study: Supplemental Report</i>                                   |
|      | 3358 | <i>Proposed 3 Year Community Development Plan Summary</i>                                    |
|      | 3359 | <i>Assessment of Alternative Alignments for Light Rail Transit in Downtown Portland</i>      |
|      | 3360 | <i>The Proposed Willamette River Greenway Plan</i>   |
|      | 3361 | <i>Goose Hollow: Housing and Community Development Preplanning Study</i>                     |
|      | 3366 | <i>Proposed Comprehensive Plan, Portland, Oregon</i>   |
|      | 3369 | <i>Proposed Comprehensive Plan: Goals and Policies</i>                                       |
|      | 3370 | <i>Proposed Zoning Code Revisions: Adoption Document; Proposed Comprehensive Plan</i>        |
|      | 3371 | <i>Metropolitan Coordination Support Document for Section I, Proposed Comprehensive Plan</i> |
|      | 3372 | <i>Urban Development: Support Document for Section II, Proposed Comprehensive Plan</i>       |
|      | 3373 | <i>Neighborhoods: Support Document for Section III, Proposed Comprehensive Plan</i>          |
|      | 3374 | <i>Housing: Support Document for Section IV, Proposed Comprehensive Plan</i>                 |
|      | 3375 | <i>Economic Development: Support Document for Section V, Proposed Comprehensive Plan</i>     |
|      | 3376 | <i>Transportation: Support Document for Section VI, Proposed Comprehensive Plan</i>          |
|      | 3377 | <i>Energy: Support Document for Section VII, Proposed Comprehensive Plan</i>                 |
|      | 3378 | <i>Environment: Support Document for Section VIII, Proposed Comprehensive Plan</i>           |
|      | 3379 | <i>Citizen Involvement: Support Document for Section IX, Proposed Comprehensive Plan</i>     |





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| 1979 | 3380 | <i>Plan Review and Administration: Support Document for Section X, Proposed Comprehensive Plan</i> |
|      | 3381 | <i>Public Facilities Policies: Support Document for Section XI, Proposed Comprehensive Plan</i>    |
|      | 3383 | <i>West Portland Park Study, City of Portland</i>  |











